

AGENDA
Board of Directors Meeting
May 2, 2007
9:30 a.m.

LOCATION
San Bernardino Associated Governments
Santa Fe Depot - SANBAG Lobby 1st Floor
1170 W. 3rd Street, San Bernardino, CA

Board of Directors

President

Dennis Hansberger, Supervisor,
County of San Bernardino

Vice-President

Lawrence Dale, Mayor
City of Barstow

Jim Nehmens, Mayor
City of Adelanto

Rick Roelle, Mayor
Town of Apple Valley

Bill Jahn, Mayor
City of Big Bear Lake

Dennis Yates, Mayor
City of Chino

Gwenn Norton-Perry, Mayor
City of Chino Hills

Kelly Chastain, Mayor
City of Colton

Mark Nuaimi, Mayor
City of Fontana

Bea Cortes, Council Member
City of Grand Terrace

Mike Leonard, Mayor Pro Tem
City of Hesperia

Larry McCallon, Council Member
City of Highland

Robert Christman, Mayor
City of Loma Linda

Paul Eaton, Mayor
City of Montclair

Rebecca Valentine, Council Member
City of Needles

Paul Leon, Mayor
City of Ontario

Diane Williams, Mayor Pro Tem
City of Rancho Cucamonga

Patricia Gilbreath, Mayor Pro Tem
City of Redlands

Grace Vargas, Mayor
City of Rialto

Patrick Morris, Mayor
City of San Bernardino

Kevin Cole, Council Member
City of Twentynine Palms

John Pomierski, Mayor
City of Upland

Mike Rothschild, Council Member
City of Victorville

Richard Riddell, Mayor
City of Yucaipa

Chad Mayes, Council Member
Town of Yucca Valley

Paul Biane, Supervisor
County of San Bernardino

Brad Mitzelfelt, Supervisor
County of San Bernardino

Josie Gonzales, Supervisor
County of San Bernardino

Gary Ovitt, Supervisor
County of San Bernardino

Michael Perovich, Caltrans
Ex-Officio Member

Tony Grasso
Executive Director

San Bernardino Associated Governments (SANBAG) is a council of governments formed in 1973 by joint powers agreement of the cities and the County of San Bernardino. SANBAG is governed by a Board of Directors consisting of a mayor or designated council member from each of the twenty-four cities in San Bernardino County and the five members of the San Bernardino County Board of Supervisors.

In addition to SANBAG, the composition of the SANBAG Board of Directors also serves as the governing board for several separate legal entities listed below:

***The San Bernardino County Transportation Commission**, which is responsible for short and long range transportation planning within San Bernardino County, including coordination and approval of all public mass transit service, approval of all capital development projects for public transit and highway projects, and determination of staging and scheduling of construction relative to all transportation improvement projects in the Transportation Improvement Program.*

***The San Bernardino County Transportation Authority**, which is responsible for administration of the voter-approved half-cent transportation transactions and use tax levied in the County of San Bernardino.*

***The Service Authority for Freeway Emergencies**, which is responsible for the administration and operation of a motorist aid system of call boxes on State freeways and highways within San Bernardino County.*

***The Congestion Management Agency**, which analyzes the performance level of the regional transportation system in a manner which ensures consideration of the impacts from new development and promotes air quality through implementation of strategies in the adopted air quality plans.*

*As a **Subregional Planning Agency**, SANBAG represents the San Bernardino County subregion and assists the Southern California Association of Governments in carrying out its functions as the metropolitan planning organization. SANBAG performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.*

Items which appear on the monthly Board of Directors agenda are subjects of one or more of the listed legal authorities. For ease of understanding and timeliness, the agenda items for all of these entities are consolidated on one agenda. Documents contained in the agenda package are clearly marked with the appropriate legal entity.

**San Bernardino Associated Governments
County Transportation Commission
County Transportation Authority
County Congestion Management Agency
Service Authority for Freeway Emergencies**

Board of Directors

AGENDA

**May 2, 2007
9:30 a.m.**

**Santa Fe Depot
SANBAG Lobby, 1st Floor
1170 W. 3rd Street, San Bernardino**

To obtain additional information on any items, please contact the staff person listed under each item. You are encouraged to obtain any clarifying information prior to the meeting to allow the Board to move expeditiously in its deliberations. Additional meeting procedures and agenda explanations are attached to the end of this agenda.

Call to Order - 9:30 a.m.
(Meeting chaired by Dennis Hansberger)

- I. Pledge of Allegiance
- II. Attendance
- III. **CLOSED SESSION**
CONFERENCE WITH LABOR NEGOTIATOR
(GOVERNMENT CODE SECTION 54957.6)
Conference with Labor Negotiator Dennis Hansberger
regarding unrepresented position of Executive Director
- IV. Announcements
 - Calendar of Events (Pg. 11)
- V. Agenda Notices/Modifications – Vicki Watson

**1. Possible Conflict of Interest Issues for the Board Meeting of Pg. 12
May 2, 2007.**

Note agenda item contractors, subcontractors and agents, which may require member abstentions due to conflict of interest and financial interests. Board Member abstentions shall be stated under this item for recordation on the appropriate item.

Notes/Actions:

Consent Calendar

Consent Calendar items shall be adopted by a single vote unless removed by Board member request. Items pulled from the consent calendar will be brought up under Agenda Item 24.

Administrative Matters

2. **Board of Directors Attendance Roster** Pg. 14

3. **Procurement Report for March 2007** Pg. 18

Receive Monthly Procurement Report. **Terrence J. McGuire**

This item was unanimously received by the Administrative Committee on April 11, 2007. (Meeting chaired by Lawrence Dale)

Regional & Quality of Life Programs

4. **Contribution Agreement with the California Department of Transportation (Caltrans) to provide Congestion Mitigation and Air Quality (CMAQ) Funding** Pg. 20

Approve Contract No. 07-217 with Caltrans for the contribution of \$5.4 million in CMAQ funding towards the construction of the Inland Empire (IE) Transportation Management Center (TMC). Of this amount, \$4.05 million will be from South Coast Air Basin, and \$1.35 million will be from Mojave Desert Air Basin CMAQ funding.
Michelle Kirkhoff

This item was reviewed and unanimously recommended for approval by the Plans and Programs Committee on April 18, 2007. The contract has been reviewed by Legal Counsel as to form. (Meeting chaired by Paul Eaton)

5. **Contribution Agreement with the California Department of Transportation (Caltrans) to provide Congestion Mitigation and Air Quality (CMAQ) Funding** Pg. 32

Approve Contract No. 07-218 with Caltrans for the contribution of \$1 million in South Coast Air Basin (SCAB) CMAQ funding towards the construction of a Park'N'Ride facility located adjacent to the Inland Empire (IE) Transportation Management Center (TMC).
Michelle Kirkhoff

This item was reviewed and unanimously recommended for approval by the Plans and Programs Committee on April 18, 2007. The contract has been reviewed by Legal Counsel as to form. (Meeting chaired by Paul Eaton)

Consent Calendar Continued....

Program Support/Council of Governments

6. **Request for Proposal (RFP 08-003) for Insurance Brokerage Services** Pg. 39

Authorization and approval to release RFP 08-003 for SANBAG Insurance Brokerage Services. **Terrence J. McGuire**

This item was reviewed by the Administrative Committee on April 11, 2007 and unanimously recommended for approval. (Meeting chaired by Lawrence Dale)

7. **Approve Contract C07181 with Vavrinek, Trine, Day & Co., LLP for SANBAG Auditing Services** Pg. 46

Recommend approval of Contract C07181 with Vavrinek, Trine, Day & Co., LLP to provide SANBAG Auditing Services. The agreement is for the three years in the amount of \$247,345 and will be funded as described below in the Financial Impact Section; ISF08 and TN 50208000. **Terrence J. McGuire**

This item was reviewed by the Administrative Committee on April 11, 2007 and unanimously recommended for approval. (Meeting chaired by Lawrence Dale). Staff was authorized to negotiate the contract based upon the terms outlined in the proposal and submit the contract directly to the Board for approval.

8. **State and Federal Legislative Briefing** Pg. 59

1. Receive Report on State and Federal Legislative Issues; and
2. Adopt the following bill positions:
 - a. Support – AB 633 (Galgiani)
 - b. Support – AB 1499 (Garrick)
 - c. Support – SB 56 (Runner)
 - d. Support – SB61 (Runner)
 - e. Support – SB 262 (Runner)
 - f. Support – SB 947 (Hollingsworth)

Jennifer Franco

This item was reviewed and unanimously recommended for approval by the SANBAG Administrative Committee on April 11, 2007. (Meeting chaired by Lawrence Dale)

Consent Calendar Continued....

Project Development

9. **Amendment to Design Services Contract with Parsons, Brinkerhoff, Quade, and Douglas (PBQ&D) for combining Interstate 215 Segment 5 with SR 210 High Speed Connectors to I-215 and additional scope of work associated solely to SR 210 Connectors** Pg. 65

1. Approve Amendment No. 6 to Contract 99-030 with PBQ&D for design services to combine I-215 Segment 5 and the SR 210 High Speed Connectors into a single PS&E package and additional scope of work for High Speed Connectors in the amount of \$344,565 as described in the financial impact section, and

2. Approve Budget Amendment to the FY 2006/07 budget increasing revenues and expenditures in the amount of \$345,000 in TN 82007000, Cost Code 6010 as described in the financial impact section. **Darren Kettle**

This item was reviewed and unanimously recommended for approval by the Major Projects Committee on April 12, 2007. (Meeting chaired by John Pomierski)

10. **Amendment No. 1 to Contract R07151 between the BNSF Railway Company, the City of San Bernardino, the County of San Bernardino and the San Bernardino Associated Governments (SANBAG) for construction and maintenance of a new grade separation at State Street/University Parkway** Pg. 98

Approve Amendment No. 1 to Construction and Maintenance Agreement R07151 between BNSF Railway Company, the City of San Bernardino, the County of San Bernardino and SANBAG modifying contract language related to the BNSF contribution towards funding the project as outlined in the Financial Impact Section. **Darren Kettle**

This item was reviewed and unanimously recommended for approval by the Major Projects Committee on April 12, 2007. The item has been reviewed by Counsel. (Meeting chaired by John Pomierski)

11. **Methodology for Selection of Railroad Grade Separation Projects for Project Development Funding** Pg. 103

1. Approve the methodology for selecting railroad grade separation projects for project development funding

2. Direct staff to return with a recommended list of grade separation projects for funding of project development. **Steve Smith**

This item was reviewed and unanimously recommended for approval by the Plans and Programs Committee on April 18, 2007. (Meeting chaired by Paul Eaton)

Consent Calendar Continued....**Project Development (Cont.)**

12. **Amendments to Design Services Contracts with DMJM+Harris for the combining of Interstate 215 Segments 1&2 and combining Interstate 215 Segment 5 with SR 210 High Speed Connectors to I-215** Pg. 107

1. Approve Amendment No. 4 to Contract 02-009 with DMJM+Harris for design services to combine I-215 Segments 1&2 into a single Plans, Specifications, and Estimates (PS&E) package in the amount of \$393,185 as described in the financial impact section. TN 83407000

2. Approve Amendment No. 2 to Contract 04-008 with DMJM+Harris for design services to combine I-215 Segment 5 and the SR 210 High Speed Connectors into a single PS&E package in the amount of \$322,193 as described in the financial impact section.

3. Approve Budget Amendment to the FY 2006/07 budget increasing revenues and expenditures in the amount of \$716,000 in TN 83407000, Cost Code 6010 as described in the financial impact section. **Darren Kettle**

This item was reviewed and unanimously recommended for approval by the Major Projects Committee on April 12, 2007. (Meeting chaired by John Pomierski)

Transit/Commuter Rail

13. **Omnitrans Fiscal Year 2008/2009 to 2012/2013 Short Range Transit Plant (SRTP) – Scenario 1** Pg. 143

Approve the Omnitrans Fiscal Year 2008/2009 to 2012/2013 SRTP – Scenario 1. **Mike Bair**

This item was reviewed by the Plans and Programs Committee on April 18, 2007 and unanimously recommended for approval. (Meeting chaired by Paul Eaton). The SRTP – Scenario 1 was presented to the Omnitrans Planning and Productivity Committee on April 11th and will be presented to the full Omnitrans Board on May 2, 2007.

14. **Profile of Transit Riders in San Bernardino County** Pg. 187

Receive the Profile of Transit Riders in San Bernardino County Final Report. **Mike Bair**

This item was unanimously received by the Plans and Programs Committee on April 18, 2007. (Meeting chaired by Paul Eaton)

Consent Calendar Continued....

Transportation Programs & Fund Admin.

15. Transportation Development Act (TDA) Claimant Audit Services Pg. 202

Approve Amendment No. 3 to Contract 06-008 with Miers & Miers CPA, increasing the contingency amount by \$20,000 to provide extra work performed for the years ending June 30, 2005 and 2006, for a new contract authority of \$262,278 as identified in the Financial Impact Section. **Victoria Baker**

This item was reviewed by the Administrative Committee on April 11, 2007 and unanimously recommended for approval. (Meeting chaired by Lawrence Dale)

DISCUSSION ITEMS

Administrative Matters

16. Set Date for Election of Officers for 2007/2008 Pg. 205

Set election for President and Vice President of the SANBAG Board of Directors to be conducted at the June 6, 2007 meeting. **Deborah Barmack**

This item has not been reviewed by any SANBAG policy committee.

17. SANBAG 2007/2008 Proposed Budget Pg. 209

1. Presentation of the 2007/2008 Proposed Budget; and
2. Receive the SANBAG Work Program for 2007/2008 for senior management; and
3. Schedule the Board of Directors Budget Workshop for 9:00 a.m., Wednesday, May 9, 2007, to be held in conjunction with the Administrative Committee meeting; and
4. Schedule the public hearing and adoption of the 2007/2008 Budget for the June 6, 2007 Board of Directors' Meeting. **Terrence J. McGuire**

All five of the SANBAG policy committees have reviewed task descriptions and budgets for activities under their purview. The Administrative Committee also reviewed elements related to the agency wide programs, expenditures, revenue projections and the fringe/indirect allocations.

Discussion Items Continued....

Administrative Matters (Cont.)

18. Organizational Re-Alignment

Pg. 211

Adopt the strategy for SANBAG organizational re-alignment required for implementation of Measure I 2010-2040. **Tony Grasso**

The organizational re-alignment was discussed at the December 2006 Board of Directors meeting (*Chaired by Dennis Hansberger*) and the February and April 2007 Administrative Committee meetings (*Chaired by Lawrence Dale*). Adoption of the re-alignment strategy was unanimously recommended for approval by the Administrative Committee.

Regional & Quality of Life Programs

19. Southern California National Freight Gateway Partnership Agreement (Agreement #C07-103)

Pg. 216

1) Receive updated presentation on the Southern California National Freight Gateway.

2) Approve Agreement #C07-103 with other Southern California Transportation Commissions, SCAG, the Ports, and State and Federal agencies to collaboratively formulate and implement freight movement and related air quality, other environmental, and community solutions for Southern California, the principal gateway for containerized imported goods entering the United States. **Ty Schuiling**

This item was reviewed and unanimously recommended for approval by the Plans and Programs Committee on April 18, 2007. (*Meeting chaired by Paul Eaton*)

Transit/Commuter Rail

20. San Bernardino County Passenger Rail Passenger Rail Fiscal Year 2008 – 2012 Short Range Transit Plan (SRTP)

Pg. 226

Adopt the San Bernardino County Passenger Rail Fiscal Year 2008 – 2012 SRTP. **Mike Bair**

This item was reviewed by the Commuter Rail Committee on March 11, 2007 and unanimously recommended for approval. (*Meeting chaired by Patricia Gilbreath*). This item was also reviewed by the Plans and Programs Committee on April 18, 2007 but was not recommended for approval on a 5 to 5 vote (opposing: Biane, Mayes, Nuaimi, McCallon and Williams). (*Meeting chaired by Paul Eaton*).

Discussion Items Continued....

Program Support/Council of Govts.

21. San Bernardino Associated Governments State and Federal Legislative Program Pg. 233

Review and approve the 2007 Federal and State Legislative Programs.
Jennifer Franco

This item was reviewed and unanimously approved with the recommended changes by the Administrative Committee on April 11, 2007 (Meeting chaired by Lawrence Dale).

22. San Bernardino County Annual Survey Pg. 242

Receive report on results of the 2006 San Bernardino County Annual Survey and provide direction to SANBAG staff, if required.
Cheryl Donahue

This item has not had prior policy committee review.

23. Executive Director Employment Contract Pg. 244

Approve Amendment No. 1 to Executive Director Employment Contract No. 06-052. **Dennis Hansberger**

This item will be reviewed by the SANBAG Board of Directors on May 2, 2007.

Other Matters

24. Consent Calendar Items Pulled for Discussion

Items pulled from the consent calendar shall be taken under this item in the order they were presented on the calendar.

Comments from Board Members

Brief Comments from Board of Directors

Public Comment

Brief Comments by the General Public

ADJOURNMENT

Additional Information**Agency Reports/Committee Memberships**

Commuter Rail Report Pg. 245

Mayor Pro Tem Patricia Gilbreath

South Coast Air Quality Management Report Pg. 248

Mayor Dennis Yates

Mobile Source Air Pollution Reduction Review Committee (MSRC) Pg. 251

Mayor Gwenn Norton-Perry

SCAG Committees

SCAG Regional Council Pg. 254

SCAG Policy Committees

Community, Economic and Human Development

Energy and Environment

Transportation and Communications

SANBAG Policy Committees Pg. 255**Acronym List** Pg. 257

Complete packages of this agenda are available for public review at the SANBAG offices and our website: www.sanbag.ca.gov. Staff reports for items may be made available upon request. For additional information call (909) 884-8276.

Meeting Procedures and Rules of Conduct

Meeting Procedures

The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

Accessibility

The SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is (909) 884-8276 and office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Agendas – All agendas are posted at 1170 W. 3rd Street, 2nd Floor, San Bernardino at least 72 hours in advance of the meeting. Complete packages of this agenda are available for public review at the SANBAG offices and our website: www.sanbag.ca.gov. Staff reports for items may be made available upon request. For additional information call (909) 884-8276.

Agenda Actions – Items listed on both the "Consent Calendar" and "Items for Discussion" contain suggested actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors.

Closed Session Agenda Items – Consideration of closed session items *excludes* members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a "Request to Speak" form, provided at the rear of the meeting room, and present it to the SANBAG Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item when an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

Agenda Times – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

Public Comment – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board's authority. *Matters raised under "Public Comment" may not be acted upon at that meeting. The time limits established in "Public Testimony on any Item" still apply.*

Disruptive Conduct – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive conduct includes addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or otherwise preventing the Board from conducting its meeting in an orderly manner. *Please be aware that a NO SMOKING policy has been established for meetings. Your cooperation is appreciated!*



Important Things to Know for ... May 2007

SANBAG Meetings – Cancelled:

Plans and Programs Committee

Major Projects Committee

SANBAG Meetings – Scheduled:

SCAG Delegates	May 2	After Board Meeting	El Capitan
Administrative Committee	May 9	9 a.m.	The Super Chief
SCRRA Delegates Briefing	May 9	10:30 a.m.	Casa Del Desierto
Commuter Rail Committee	May 17	12 noon	The Super Chief
Mountain-Desert Committee	May 18	9 a.m.	Town of Apple Valley

Other Meetings:

WTS Annual Conference*	May 3	6 p.m.	The Westin Hotel, San Diego
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* SANBAG honored as WTS International Employer of the Year

For additional information, please contact SANBAG at (909) 884-8276

Your Travel Tip for May

San Bernardino Associated Governments wants you to be safe on the road and take extra precaution when driving through construction zones. With construction of sound walls beginning on Interstate 10 in Redlands, please remember to be patient, expect delays, stay alert and drive with caution. Remember to obey posted signs and speed limits, keep ample distance between you and the vehicle in front of you, avoid the use of mobile phones and *always* wear your seatbelt. Keep in mind that traffic fines may be doubled in construction zones. Avoid accidents and heavy fines by driving safely.



- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM 1

Date: May 2, 2007

Subject: Information Relative to Possible Conflict of Interest

Recommendation*: Note agenda items and contractors/subcontractors, which may require member abstentions due to possible conflicts of interest.

Background: In accordance with California Government Code 84308, members of the SANBAG Board may not participate in the any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual, except for the initial award of a competitively bid public works contract. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Principals & Agents	Subcontractors
7	C07181	Vavrinek, Trine, Day & Co., LLP <i>Kevin Pulliam</i>	None
9	99-030-06	Parsons, Brinckerhoff, Quade and Douglas <i>Samuel W. Tso</i>	Ty Lin/McDaniel Engineering Co., Inc. W. Koo & Associates, Inc. Earth Mechanics, Inc. Group Delta Consultants, Inc. Associated Engineers, Inc.

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*Approved
Board of Directors*

Date: _____

Moved: _____ Second: _____

In Favor: _____ Opposed: _____ Abstained: _____

Witnessed: _____

10	07-151-01	BNSF <i>Walt Smith</i>	None
12	04-008-02	DMJM+Harris <i>Victor Martinez</i>	Sequeira Infrastructure Assoc. Associated Engineers Earth Mechanics STB Landscape Architects LIN Consulting LSA Associates
12	02-009-04	DMJM+Harris <i>Victor Martinez</i>	LAN Engineering Earth Mechanics Kleinfelder STB Landscape LIN Consulting
15	06-008-3	Miers & Miers CPA <i>Jeffrey Miers</i>	None

Financial Impact: This item has no direct impact on the SANBAG budget.

Reviewed By: This item is prepared monthly for review by SANBAG Board and Committee members.

BOARD OF DIRECTORS ATTENDANCE ROSTER - 2007

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Gary Ovitt Board of Supervisors	X	X		X								
Brad Mitzelfelt Board of Supervisors		X										
Paul Biane Board of Supervisors	X	X		X								
Dennis Hansberger Board of Supervisors	X	X	X	X								
Josie Gonzales Board of Supervisors		X	X									
Jim Nehmens City of Adelanto	X	X	X	X								
Rick Roelle Town of Apple Valley	X	X	X	X								
Lawrence Dale City of Barstow	X	X	X									
Bill Jahn City of Big Bear Lake		X	X	X								
Dennis Yates City of Chino	X	X	X	X								
Gwenn Norton-Perry City of Chino Hills			X	X								
Kelly Chastain City of Colton	X	X	X	X								
Mark Nuaimi City of Fontana	X	X	X	X								
Bea Cortes City of Grand Terrace	X	X	X	X								
Mike Leonard City of Hesperia		X	X									
Larry McCallon City of Highland	X	X	X	*								

X - indicates member attended meeting. * - indicates alternate member attended meeting. Crossed out box indicates was not a Board Member at that time.

BOARD OF DIRECTORS ATTENDANCE ROSTER – 2007

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Robert Christman City of Loma Linda	X	X	X	X								
Paul Eaton City of Montclair	X	X	X	X								
Rebecca Valentine City of Needles		X	X	X								
Paul Leon City of Ontario	X	X	X	X								
Diane Williams City of Rancho Cucamonga	X	X	X	X								
Pat Gilbreath City of Redlands	X	X	X	X								
Grace Vargas City of Rialto	X	X	X	*								
Patrick Morris City of San Bernardino	X	X	X	X								
Kevin Cole City of Twentynine Palms	X	X	X									
John Pomierski City of Upland	X	X										
Mike Rothschild City of Victorville	X	X	X	X								
Dick Riddell City of Yucaipa	X	X		X								
Chad Mayes Town of Yucca Valley	*		X	X								
Michael Perovich Ex-Official Member	X	X	X	X								

X - indicates member attended meeting. * - indicates alternate member attended meeting. Crossed out box indicates was not a Board Member at that time.

BOARD OF DIRECTORS ATTENDANCE ROSTER - 2006

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Gary Ovitt			X	X	X	X	X	X	X	X	X	
Bill Postmus			X		X			X				
Paul Biane	X	X	X			X			X		X	X
Dennis Hansberger	X	X	X	X	X	X	X	X	X	X	X	X
Josie Gonzales	X	X	X	X		X		X	X			
Jim Nehmens	X	X	X		X	X		X	X	X	X	X
Rick Roelle	X	X	X	X	X	X	X	X	X	X	X	X
Lawrence E. Dale	X	X	X		X	X	X	X	X	X		X
Darrell Mulvihill	X	X				X		X	X			
Dennis Yates	X	X	X	X	X	X	X	X	X	X	X	
Gwenn Norton-Perry	X		*	X	*	X	X	X	X	*	X	
Deirdre Bennett							X		X			
Kelly Chastain	X	X	X	X	X	X						
Mark Nuaimi	X	X	X	X	X	X	X	X	X	X	X	X
Bea Cortes	X	X	X	X	X	X	X	X	X	X	X	X
James Lindley	X	X	X	X	X	X	X	X	X	X	X	X
Larry McCallon	X	X	X	X	X	X	X	X	X	X	X	X

X - indicates member attended meeting. * - indicates alternate member attended meeting. Crossed out box indicates member is not a Board Member.

BOARD OF DIRECTORS ATTENDANCE ROSTER -- 2006

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Robert Christman	X	X	X	X	X	X	X	X	X	X	X	X
Paul Eaton	X	X	X	*	X	X	X	X	X	X	X	
Rebecca Valentine	X	X	X	X	X	X	X	X	X	X	X	X
Alan Wapner	X	X	X		X	X	X	X	X	X	X	
Diane Williams	X	X	X	X	X	X	X	X	X	X		X
Pat Gilbreath	X	X	X	X	X		X	X	X	X	X	X
Grace Vargas	X	X	X	X		X	X	X	X	X	X	X
Judith Valles	X	X	X	X	X	X	X	X	X	X	X	X
Patrick Morris	X	X	X	X	X	X	X	X	X	X	X	X
Kevin Cole	X	X	X			X	X		X			X
John Pomierski	X		X	X	X	X		X	X			X
Mike Rothschild	X	X	X	X	X	X	X	X	X	X	X	X
Dick Riddell	X	X	X	X	X	X	X	X	X	X	X	X
Paul Cook	X	X	X	X	X	X	*	X	X	X	X	*
Michael Perovich Ex-Official Member	X	*	X	*	X	X	X	*	X	X	X	X

X - indicates member attended meeting. * - indicates alternate member attended meeting. Crossed out box indicates member is not a Board Member.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 3

Date: May 2, 2007

Subject: Procurement Report for March 2007

Recommendation:* Receive Monthly Procurement Report.

Background: The Board of Directors approved the Contracting and Procurement Policy (Policy No. 11000) on January 3, 1997. The Executive Director, or his designee, is authorized to approve Purchase Orders up to an amount of \$25,000. All procurements for supplies and services approved by the Executive Director, or his designee, in excess of \$5,000 shall be routinely reported to the Administrative Committee and to the Board of Directors.

Attached are the purchase orders in excess of \$5,000 to be reported to the Board of Directors for the month of March 2007.

Financial Impact: This item imposes no impact on the FY 2006/2007 Budget. Presentation of the monthly procurement report will demonstrate compliance with the Contracting and Procurement Policy (Policy No. 11000).

Reviewed By: This item was unanimously received by the Administrative Committee on April 11, 2007. (*Meeting chaired by Lawrence Dale*)

Responsible Staff: Terrence J. McGuire, Chief Financial Officer

BRD0705a-tjm.doc
ISF07

*Approved
Board of Directors*

Date: _____

Moved: _____ Second: _____

In Favor: _____ Opposed: _____ Abstained: _____

Witnessed: _____

PURCHASE ORDERS ISSUED FOR MARCH 2007

P.O. #	Vendor	Purpose	Sole Source Y/N	Amount
07210	TH Enterprises Inc.	MS Office & Portal 2007	N	\$ 41,804.35
07214	TH Enterprises Inc.	13 Computer Workstations	N	23,894.00
		TOTAL PURCHASE ORDERS ISSUED		\$ 65,698.35

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 4

Date: May 2, 2007

Subject: Contribution Agreement with the California Department of Transportation (Caltrans) to provide Congestion Mitigation and Air Quality (CMAQ) Funding

Recommendation:* Approve Contract No. 07-217 with Caltrans for the contribution of \$5.4 million in CMAQ funding towards the construction of the Inland Empire (IE) Transportation Management Center (TMC). Of this amount, \$4.05 million will be from South Coast Air Basin, and \$1.35 million will be from Mojave Desert Air Basin CMAQ funding.

Background: Since the late 1990's, SANBAG and the Riverside County Transportation Commission (RCTC) have worked closely with Caltrans and the California Highway Patrol (CHP) to develop, fund and construct an IE TMC. The Inland Empire is the last urban area in the State to have a co-located Caltrans and CHP TMC, whose sole mission is to monitor and manage congestion, as well as emergencies and incidents, along Inland Empire highways and major corridors.

Prior Board Discussion and Action

In 2001, the SANBAG Board included the IE TMC project as a candidate for State Transportation Improvement Program (STIP) funding. A presentation to the Board was made in October 2001, identifying the need for a local funding contribution for this project, as well as emphasizing project benefits. In April 2003, an update on the project was presented to the Major Projects Committee and the Mountain/Desert Committee. At that time, both Committees recommended continuing to show support for the project and the recommendation was ultimately approved by the Board in May 2003. With the reduction in STIP funding, the Board then acted at its October 2005 meeting, to instead, allocate CMAQ funding towards the construction of the TMC (75% from the South Coast Air Basin and 25% from the Mojave Desert Air Basin).

Approved
Board of Directors

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

The execution of the attached contract will be the final step in SANBAG's allocation of CMAQ towards this project. Since many of the SANBAG Board members may not be familiar with the history of the TMC development, as well as the functionality and purpose of the TMC, the remainder of this agenda item serves as background and information on this very important project.

What is a TMC

TMCs serve as the nerve center for the urban freeway and highway system. A TMC gathers real time traffic/traveler information from many sources: electronic sensors in the pavement, freeway call boxes, video cameras, 911 and cellular calls from motorists, CHP officers on patrol, Caltrans highway crews, ramp meter sensors, earthquake monitors, and commercial traffic reports. All of this information is sent to and monitored by the TMC, 24-hours a day, seven days a week. Information is received, decisions are made and actions are taken. As a result, the TMC staff may take these types of actions:

- Dispatch a traffic management team?
- Route a Freeway Service Patrol tow truck?
- Dispatch a hazardous materials clean-up crew?
- Detour traffic?
- Alert motorists via changeable message signs and traffic reports to the media?
- Close a highway segment because of fire, floods or earthquake damage?

Whatever the situation, the TMC provides fast, intelligent and coordinated responses from Caltrans operations and maintenance, CHP dispatching and operations staff, which are all located within the TMC. As a result, congestion and incidents can be monitored and managed much more efficiently.

Current Inland Empire "Interim" TMC

Currently, these Caltrans and CHP functions/staff are located at several separate facilities throughout the Inland Empire. The current Caltrans interim TMC, is located at the Caltrans District 8 Office Building in downtown San Bernardino, and this interim TMC does not offer the advantages of the other urban TMC's located around the state. The current TMC location was an afterthought when the building was constructed in the 1990's; as a result, the TMC was placed in the basement of the building, as an interim measure. Other Caltrans maintenance and operations staff are located at other facilities throughout the Inland Empire. CHP traffic management functions and dispatching are located at a CHP facility near Hospitality lane. All of these current buildings/facilities are very cramped and staff has already outgrown these facilities. In addition, these current facilities were not built, nor are they classified, as an essential services facility. In the event of a major earthquake or other disaster, the staff would not be able to remain in these facilities and the staff functions would have to be relocated to another facility in order to keep the freeways moving.

The New Co-Located TMC

The new building will be built to withstand the maximum earthquake that can be produced at the project site, and the building construction would satisfy other requirements that would classify this building as an essential services facility. The building would also provide for other emergency service functions, and would serve as a backup for the State's Office of Emergency Services. The TMC will be able to handle all monitoring and management of the 7,200 lane miles of highways between the two counties. The following transportation components will be handled/monitored by the staff within this building:

- Closed circuit TVs
- Highway detection
- Ramp metering
- Weather stations
- Computer aided dispatch
- Caltrans maintenance
- CHP field units
- Vehicle communication
- Public transportation
- Accident investigation
- Changeable Message Signs (CMS)
- Transportation management teams
- Media/Public awareness for incidents/events
- Traffic websites and 511 monitoring
- Data/info from call boxes and Freeway Service Patrol
- Communication networks with other Caltrans' TMCs/City Traffic Centers

Benefits of a Co-Located TMC

The Inland Empire is the last major urban area in the state without a fully functioning, co-located TMC. This area has very unique urban and rural traffic needs, as well as unusual incident management requirements. There are several very heavily traveled corridors that do not have any parallel alternative routes (I 15, I 40, SR 58, SR 62 and SR 395). When these corridors have closures or major incidents, the traffic backup is severe and the need for coordination and a quick response is critical. As a result, a TMC can improve traffic flow, increase safety, alleviate accidents, improve emergency response time, provide real time traffic information, increase traveler awareness, and also reduce non-recurrent congestion. With this improved coordination and management, there is also a benefit to transit and public transportation, goods movement, as well as improved circulation on local roadways.

Because of the importance that this project plays in managing congestion and improving air quality for the area, the TMC project is included in the Regional

Transportation Plan and has been programmed as a transportation control measure in the Regional Transportation Improvement Program. In addition, the TMC is a key strategy that was included in the Inland Empire's Intelligent Transportation System (ITS) Strategic Plan, and is included in both the Inland Empire and the Regional ITS Architecture Plans.

Background of IE TMC Development

In the 1990's, as other TMCs throughout the state were being funded and constructed, the Inland Empire was still focusing on installing the key ITS transportation components, and integrating these components to service the growing area. Past TMCs were primarily funded with State SHOPP funds and State grant funds which are referred to as the Traffic Systems Management (TSM) funding. The state TSM funded the majority of the construction costs of four TMCs previously built in California. The Los Angeles/Ventura TMC, which will be opening this summer, was funded primarily with SHOPP funds. When Senate Bill 45 was enacted, the TSM funding was folded into the STIP allocation that was available for programming by the individual county transportation commissions (CTCs). However, as overall transportation funding began to diminish, and thus less STIP funding available, the CTCs could barely fund and build its highway projects, which left fewer funds for other needed TSM activities.

In the late 1990's, SANBAG, RCTC and Caltrans continued to work to find a location for the TMC. Several sites were considered, but ultimately the current location was selected. This location (southeast corner of SR 210 and I 15 freeways) was ideal for several reasons. The property was owned by Caltrans, close to major freeway corridors and close to Caltrans Headquarters. In addition, the property was already environmentally cleared during SR 210 construction, and the environmental document to build the TMC would be a minimal effort.

With property in hand, the next major task was to put together a local funding contribution, which would encourage the State to commit to the project and provide the majority of funding for design and construction. It was at this point that Staff began to make presentations to the SANBAG Policy Committees and Board about the project and the need for a local funding contribution (2001 through 2003). In addition, SANBAG and RCTC were successful in lobbying for a federal earmark of funds with the assistance of Congressman Baca. An earmark of \$1.2 million was secured from SAFETEA LU in 2003, which also served to offset the local contribution. As a result, in the fall of 2005, both the SANBAG and RCTC Boards took action to contribute CMAQ funding to the project (\$5.4 million each).

Caltrans felt strongly that if SANBAG and RCTC had not taken action in 2005 to allocate the CMAQ funding, the project would have gone no further. The local CTC contribution has provided great assistance in securing State funding for the balance of

the project. Caltrans has made presentations to the CTC in May of 2005 and September of 2006, and SANBAG and RCTC have kept CTC Commissioner Joe Tavaglione apprised on the project and the benefits to the Inland Empire. To date, \$4.35 million in SHOPP funds have been allocated by the CTC for design.

Next Steps

Monthly Project Development Team meetings will continue, which is lead by State DGS staff, and participants include Caltrans and CHP. In addition, SANBAG, RCTC and City of Fontana staffs are also invited and participate in these monthly meetings. With design 60% complete, Caltrans will begin the "early project", which will include grading, street and utility work, as well as construction of the Park'N'Ride lot. In October 2007, Caltrans will request from the CTC the final \$19.8 million allocation in SHOPP funds for TMC construction. If all goes well, construction will begin in early 2008 and be completed by 2010. Please refer to the attached fact sheet, as well as the April 2007 update for more specific information on the project and its status.

- Financial Impact:** Allocating CMAQ funding to Caltrans has no direct impact on the adopted SANBAG Budget.
- Reviewed By:** This item was reviewed and unanimously recommended for approval by the Plans and Programs Committee on April 18, 2007. The contract has been reviewed by Legal Counsel as to form. *(Meeting chaired by Paul Eaton)*
- Responsible Staff:** Michelle Kirkhoff, Director of Air Quality/Mobility Programs

SANBAG Contract No. C-07-217

by and between

San Bernardino Associated Governments

and

Caltrans

for

Congestion Mitigation/Air Quality Funds Contribution to IE Transportation Management Center

FOR ACCOUNTING PURPOSES ONLY

<input type="checkbox"/> Payable	Vendor Contract # _____	Retention:	<input checked="" type="checkbox"/> Original
<input type="checkbox"/> Receivable	Vendor ID <u>CD8</u>	<input type="checkbox"/> Yes _____ % <input checked="" type="checkbox"/> No	<input type="checkbox"/> Amendment

Notes: This is a contribution agreement of CMAQ funds to Caltrans. No funds flow through SANBAG.

Original Contract: \$ <u>0</u>	Previous Amendments Total: \$ _____
	Previous Amendments Contingency Total: \$ _____
Contingency Amount: \$ _____	Current Amendment: \$ _____
	Current Amendment Contingency: \$ _____

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL → \$ 0

↓ Please include funding allocation for the original contract or the amendment.

Task	Cost Code	Funding Sources	Grant ID	Amounts
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____

Original Board Approved Contract Date: <u>5/2/07</u>	Contract Start: <u>5/2/07</u>	Contract End: <u>6/30/11</u>
New Amend. Approval (Board) Date: _____	Amend. Start: _____	Amend. End: _____

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:

Approved Budget Authority →	Fiscal Year: _____ \$ _____	Future Fiscal Year(s) – Unbudgeted Obligation → \$ _____
-----------------------------	--------------------------------	---

Is this consistent with the adopted budget? ☒ Yes ☐ No

If yes, which Task includes budget authority? _____

If no, has the budget amendment been submitted? ☐ Yes ☐ No

CONTRACT MANAGEMENT

Please mark an "X" next to all that apply:

☒ Intergovernmental ☐ Private ☐ Non-Local ☐ Local ☐ Partly Local

Disadvantaged Business Enterprise: ☒ No ☐ Yes _____ %

Task Manager: Michelle Kirkhoff	Contract Manager: Marla Modell
--	---------------------------------------

Task Manager Signature

Date

Contract Manager Signature

Date

Chief Financial Officer Signature

Date

Filename: C07217

Form 28 06/06

SANBAG Contract #C07-217
08-SBd-15 (L5506)
Construct IETMC
EA 08-377041
District Agreement No. 8-1345

LOCAL ASSISTANCE CONTRIBUTION AGREEMENT

THIS AGREEMENT, entered into effective on _____, 2007, is between the STATE OF CALIFORNIA, acting by and through its Department of Transportation, referred to herein as "STATE" and the

SAN BERNARDINO ASSOCIATED
GOVERNMENTS, a public entity, referred
to herein as "SANBAG."

RECITALS

1. STATE and SANBAG, pursuant to Streets and Highways Code Section 130, are authorized to enter into a Cooperative Agreement for improvements to State Highways within the County of San Bernardino.
2. STATE contemplates the construction of the Inland Empire Transportation Management Center (IETMC) at the southeast quadrant of the Interstate 15/State Route 210 Interchange, referred to herein as "PROJECT."
3. SANBAG desires to contribute \$5,400,000 using Federal Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds, referred to herein as "FUNDS," to be matched, by STATE, with non-Federal State Highway Operation and Protection Program (SHOPP) funds, referred to herein as "MATCH FUNDS," to be applied toward allowable PROJECT costs as shown on EXHIBIT A (cost summary), EXHIBIT B (Letter of Finance) and EXHIBIT C (Contribution Letter), attached to and made a part of this Agreement.
4. The Parties hereto intend to define herein the terms and conditions under which PROJECT is to be partially financed by this contribution of FUNDS from SANBAG.

SECTION I

STATE AGREES:

1. To undertake and attempt complete PROJECT. Should the PROJECT not be completed, then SANBAG CMAQ funds will be returned to SANBAG or deobligated for SANBAG's future programming, consistent with Federal Rules and Guidelines.
2. To construct PROJECT by contract, in accordance with plans and specifications of STATE.

3. To process all Federal authorizations, State allocations and/or State application of FUNDS on behalf of SANBAG as applicable under Federal and State law for the contribution of FUNDS and MATCH FUNDS toward PROJECT.

SECTION II

SANBAG AGREES:

1. STATE may encumber FUNDS and/or MATCH FUNDS as shown on EXHIBIT A and EXHIBIT B, towards PROJECT.
2. To authorize STATE to administer, process and encumber FUNDS.
3. To program, or cause to be programmed, FUNDS for PROJECT in the appropriate Regional Transportation Improvement Program (RTIP), Federal Transportation Improvement Program (FTIP) and State Transportation Improvement Program (STIP) documents and to process all programming amendments thereto which may be required for any PROJECT funding changes, at least ninety (90) days prior to bid advertisement for the construction project.
4. In the event changes to the FUNDS are necessary, to promptly notify STATE to determine if an amendment to this Agreement should be executed to reflect said changes.
5. To enter into a separate cooperative agreement or an amendment to this Agreement with STATE when funds other than FUNDS that are under the direct control of SANBAG are to be contributed towards PROJECT.

SECTION III

IT IS MUTUALLY AGREED:

1. All obligations of STATE under the terms of this Agreement are subject to the appropriation of resources by the Legislature, State Budget Act authority, the allocation of funds by the California Transportation Commission (CTC) and the encumbrance of those FUNDS and MATCH FUNDS to PROJECT.
2. STATE's expenditure of FUNDS, under the sole control of SANBAG, and/or STATE controlled MATCH FUNDS is subject to the earlier programming and appropriation of FUNDS by SANBAG and MATCH FUNDS by STATE, and these acts will not be unreasonably delayed by either Party.
3. Any additional funding amount required to complete PROJECT, pursuant to this Agreement, will be borne by STATE.
4. Upon completion of all work under this Agreement, ownership and title to all materials, equipment and appurtenances installed will automatically be vested in STATE.

5. Neither SANBAG nor any officer or employee is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by STATE under or in connection with any work, authority or jurisdiction conferred upon STATE and arising under this Agreement. It is understood and agreed that STATE shall fully defend, indemnify and save harmless SANBAG and all its officers and employees from all claims, suits or actions of every name, kind and description brought forth under, including, but not limited to, tortious, contractual, inverse condemnation and other theories of assertions of liability occurring by reason of anything done or omitted to be done by STATE under this Agreement.
6. This Agreement shall terminate upon completion and acceptance of the construction contract for PROJECT by STATE or on November 1, 2011, whichever is earlier in time.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
WILL KEPMTON
Director

By: _____
MICHAEL A. PEROVICH
District Director

SAN BERNARDINO COUNTY
TRANSPORTATION
AUTHORITY

By: _____
DENNIS HANSBERGER
Board President

Attest: _____
VICKI WATSON
Board Secretary

APPROVED AS TO FORM AND
PROCEDURE:

By: _____
Attorney,
Department of Transportation

APPROVED AS TO FORM AND
PROCEDURE:

By: _____
JEAN-RENE BASLE
Counsel

CERTIFIED AS TO FUNDS:

By: _____
District Budget Manager

CERTIFIED AS TO FINANCIAL
TERMS AND POLICIES:

By: _____
Accounting Administrator

EXHIBIT "A"
PROJECT COST SUMMARY

TYPE OF FUNDS	STATE	SANBAG	RCTC	FEDERAL	TOTAL
Construction Engineering	\$1,838,000 (SHOPP)	\$0 (0%)	\$0 (0%)		\$1,838,000
Construction Capital	\$19,782,000 (SHOPP)	\$5,400,000 (CMAQ)	\$5,400,000 (CMAQ)	\$1,200,000 (DEMO)	\$31,782,000
TOTAL	\$21,620,000	\$5,400,000	\$5,400,000	\$1,200,000	\$33,620,000

RCTC's contribution covered under separate Agreement No. 8-1347

Federal DEMO funds shown are Construction Capital Funds earmarked for this Project and available for the Project's sponsors (State) use.

**Inland Empire
Transportation Management Center
(IE TMC)**

Update April 2007



Activity to Date:

- May 2005 the California Transportation Commission (CTC) approved a transfer of \$1.65 million from Caltrans to the Department of General Services (DGS), to begin preliminary drawings and plans.
- DGS hired DMJMH+N for the design, which began in February of 2006.
- May 2006 the CTC allocated \$2.7 Million to complete 2nd Phase of design.
- Value analysis performed in June 2006, resulted in splitting-out and advancing the grading, street, utility work and construction of the PNR from the project, and is referred to as the "early project".
- SAFETEA-LU allocated \$1.2 million for the IE TMC.
- On September 14, 2005, the RCTC Board approved an allocation of \$5.4 million in CMAQ for the project. SANBAG approved \$5.4 in CMAQ on October 5, 2005, and \$1 million in CMAQ for the adjacent PNR.

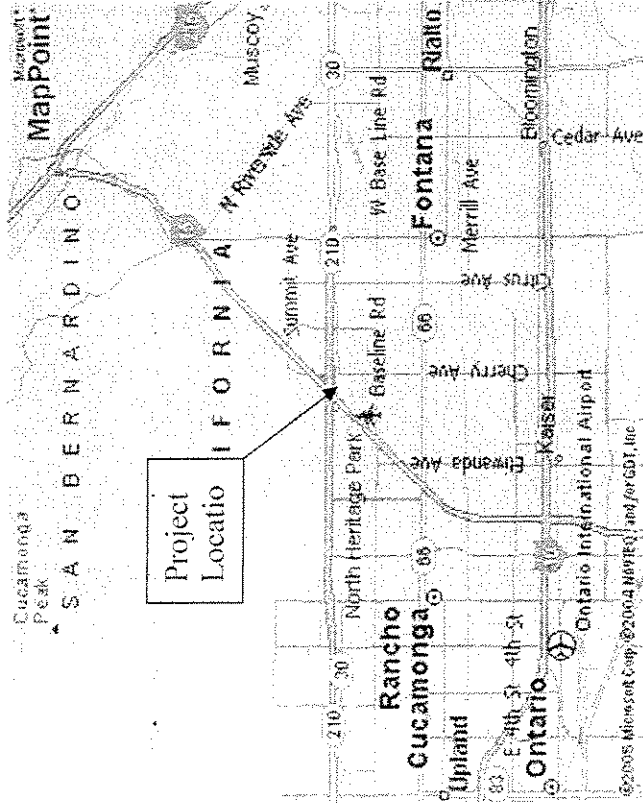
Total Program Funding:

\$21.62 million from SHOPP and State Funding
\$ 5.40 million RCTC
\$ 5.40 million SANBAG
\$ 1.20 million Federal SAFETEA-LU Funds
\$33.62 million Total

Next Steps:

- CTC vote for \$19.8 of SHOPP funds to construct the IETMC scheduled for October, 2007.
- Design will be complete in November 2008.
- Early grading, street, utility work for IETMC and Southern Regional Lab and construction of Park and Ride Lot to begin in December 2007.
- Construction to begin March, 2008 and projected opening in 2009.

Fact Sheet
CONSTRUCT IETMC (BUILDING WORK)
INLAND EMPIRE TRANSPORTATION MANAGEMENT CENTER IN CO OF
SBD & CITY OF FONTANA SE QUAD. OF THE 15/210 IC
EA 08-37704



PROJECT DESCRIPTION & SCOPE

Construct the Inland Empire Transportation Management Center (IETMC) at the southeast quadrant of Interstate 15 and State Route 210 Interchange on Victoria Avenue in the City of Fontana. The IETMC is projected to be a 2-story, base-isolated building of approximately 44,000 square feet to accommodate 175 employees comprised jointly of California Highway Patrol (CHP) Inland Communications Center and California Department of Transportation (Caltrans) District 8 traffic operations, maintenance, and dispatch personnel.

NEED & PURPOSE OF PROJECT

Continued growth over the past two decades has resulted in increased duration of freeway congestion. Accompanying the rapid increase in recurrent congestion is the steady increase in non-recurrent congestion due to major accidents, special events and highway construction. The key to mobility is to maximize the efficiency of the transportation

system through effective management. The IETMC is the command and control center for traffic management systems, consisting of ramp meters, closed circuit television, vehicle detection stations, changeable message signs, roadway weather information, and highway advisory radio. This modern IETMC facility, in which the CHP and Caltrans are co-located, will better manage traffic incidents on the State Highway System. The new center will have improved capabilities of providing traveler information, coordinated event management (concerts, construction closures, etc.), arterial management and central ramp meter control. The proposed 24 hour/7 day per week facility will also be better equipped to respond to major emergencies.

Project's Funding:

	R/W	Construction	Support	Total
State		\$19,782,000	\$1,838,000	\$21,620,000
Local		\$12,000,000		\$12,000,000
Total		\$31,782,000	\$1,838,000	\$33,620,000

Project Schedule:

PA&ED	PS&E	R/W Cert.	RTL	Construction	
				Begin	End
	8/14/07	9/3/07	10/01/07	2/4/08	11/2/09

Comments & Issues:

Environmental: Completed and approved.
Design: Under design by DMJM Engineering Company.
Right of Way: The project is to be built on state-owned excess land.
Construction/Traffic:
Misc.: The proposed facility would be the first combined undertaking among California agencies. This project resulted from the splitting of EA 37701 into EA 37704 and EA 3770U. The Inland Empire is the only large urban area in the state without a full service transportation management center and the project has strong support and Congestion Mitigation and Air Quality (CMAQ) funding from both County Transportation Commissions.

Major stakeholders:

Riverside County Transportation Commission (RCTC), San Bernardino Associated Governments (SANBAG), California State Department of General Services (DGS), Office of Emergency Services, California Highway Patrol (CHP), California Department of Transportation (Caltrans)
Lead Agency: DGS (PS&E and AAA)

Contact Person:

Thomas Ainsworth, Project Manager - 909-383-4535

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 5

Date: May 2, 2007

Subject: Contribution Agreement with the California Department of Transportation (Caltrans) to provide Congestion Mitigation and Air Quality (CMAQ) Funding

Recommendation:* Approve Contract No. 07-218 with Caltrans for the contribution of \$1 million in South Coast Air Basin (SCAB) CMAQ funding towards the construction of a Park'N'Ride facility located adjacent to the Inland Empire (IE) Transportation Management Center (TMC).

Background: Since the late 1990's, SANBAG and the Riverside County Transportation Commission (RCTC) have worked closely with Caltrans and the California Highway Patrol (CHP) to develop, fund and construct an IE TMC. These discussions were taking place during the final stages of the construction of the State Route (SR) 210 freeway. With carpool lanes being a key component to the new freeway, and with the lack of PNR lots in this area to support usage on the carpool lanes, it was recognized that the location of the new IE TMC would also be an ideal location for a PNR lot. There currently is a PNR lot nearby at the Interstate (I) 15 and Baseline interchange; however, the improvements slated for this interchange will result in the current PNR lot being eliminated for improved interchange on and off ramps. Therefore, utilizing CMAQ funding to build a new PNR lot adjacent to a 24 hour Caltrans and CHP TMC facility was ideal and would also help to promote a much needed transportation control measure for the region.

At the October 2005 SANBAG Board meeting, \$1 million in SCAB CMAQ funding was allocated towards the construction of the TMC PNR lot. The execution of the

Approved
Board of Directors
Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

attached contract will be the final step in SANBAG's allocation of CMAQ towards this project. The PNR lot will accommodate 116 parking spaces for carpools and vanpools, have lighting and landscaping, and provide easy access to I 15 and SR 210 carpool lanes. The PNR will ultimately be owned and maintained by Caltrans, and will be included in all of SANBAG's promotional material, ridesharing website (www.commutessmart.info) and other public information.

With design almost completed, the construction of the PNR lot will be part of the TMC's "early project". This project will also include grading and street and utility work. The \$6.5 million early project (of which the CMAQ portion for the PNR is \$1 million) will begin construction approximately in December of 2007 and the PNR should be open and ready for business by late spring of 2008.

Financial Impact: Allocating CMAQ funding to Caltrans has no direct impact on the adopted SANBAG Budget.

Reviewed By: This item was reviewed and unanimously recommended for approval by the Plans and Programs Committee on April 18, 2007. The contract has been reviewed by Legal Counsel as to form. (*Meeting chaired by Paul Eaton*)

Responsible Staff: Michelle Kirkhoff, Director of Air Quality/Mobility Programs

SANBAG Contract No. C-07-218

by and between

San Bernardino Associated Governments

and

Caltrans

for

Congestion Mitigation/Air Quality Funds Contribution to TMC Park'N'Ride

FOR ACCOUNTING PURPOSES ONLY				
<input type="checkbox"/> Payable <input type="checkbox"/> Receivable	Vendor Contract # _____ Vendor ID <u>CD8</u>	Retention: _____ <input type="checkbox"/> Yes _____ % <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Original <input type="checkbox"/> Amendment	
Notes: This is a contribution agreement of CMAQ funds to Caltrans. No funds flow through SANBAG.				
Original Contract: \$ <u>0</u> Contingency Amount: \$ _____	Previous Amendments Total: \$ _____ Previous Amendments Contingency Total: \$ _____ Current Amendment: \$ _____ Current Amendment Contingency: \$ _____			
Contingency Amount requires specific authorization by Task Manager prior to release.				
Contract TOTAL →				\$ <u>0</u>
↓ Please include funding allocation for the original contract or the amendment.				
Task	Cost Code	Funding Sources	Grant ID	Amounts
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
Original Board Approved Contract Date: <u>5/2/07</u> Contract Start: <u>5/2/07</u> Contract End: <u>6/30/09</u> New Amend. Approval (Board) Date: _____ Amend. Start: _____ Amend. End: _____				
If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:				
Approved Budget Authority →	Fiscal Year: _____ \$ _____	Future Fiscal Year(s) – Unbudgeted Obligation → \$ _____		
Is this consistent with the adopted budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, which Task includes budget authority? _____ If no, has the budget amendment been submitted? <input type="checkbox"/> Yes <input type="checkbox"/> No				
CONTRACT MANAGEMENT				
Please mark an "X" next to all that apply:				
<input checked="" type="checkbox"/> Intergovernmental <input type="checkbox"/> Private <input type="checkbox"/> Non-Local <input type="checkbox"/> Local <input type="checkbox"/> Partly Local				
Disadvantaged Business Enterprise: <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes _____ %				
Task Manager: <u>Michelle Kirkhoff</u>		Contract Manager: <u>Marla Model</u>		
 Task Manager Signature	<u>4/6/07</u> Date	 Contract Manager Signature	<u>4/5/07</u> Date	
 Chief Financial Officer Signature	<u>4/9/07</u> Date			

Filename: C07218

SANBAG Contract #C07-218
08-Sbd-15 (L5506)
Construct Park 'n' Ride Lot
And Civil Site Work
EA 08-3770U1
District Agreement No. 8-1344

LOCAL ASSISTANCE CONTRIBUTION AGREEMENT

THIS AGREEMENT, entered into effective on _____, 2007, is between the STATE OF CALIFORNIA, acting by and through its Department of Transportation, referred to herein as "STATE," and the

SAN BERNARDINO ASSOCIATED
GOVERNMENTS, a public entity, referred
to herein as "SANBAG."

RECITALS

1. STATE and SANBAG, pursuant to Streets and Highways Code Section 130, are authorized to enter into a Cooperative Agreement for improvements to State Highways within the County of San Bernardino.
2. STATE contemplates the construction of Civil Site Work (grading, drainage, utilities, off-site street work) and Park 'N' Ride facility at the southeast quadrant of the Interstate 15/State Route 210 Interchange, referred to herein as "PROJECT."
3. SANBAG desires to contribute \$1,000,000 using Federal Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds, referred to herein as "FUNDS," to be matched, by STATE, with non-Federal State Highway Operation and Protection Program (SHOPP) funds, referred to herein as "MATCH FUNDS," to be applied toward allowable PROJECT costs as shown on EXHIBIT A (cost summary), EXHIBIT B (Letter of Finance) and EXHIBIT C (Contribution Letter), attached to and made a part of this Agreement.
4. The Parties hereto intend to define herein the terms and conditions under which PROJECT is to be partially financed by this contribution of FUNDS from SANBAG.

SECTION I

STATE AGREES:

1. To undertake and attempt to complete PROJECT. Should the PROJECT not be completed, then SANBAG CMAQ funds will be returned to SANBAG or deobligated for SANBAG's future programming, consistent with Federal Rules and Guidelines.
2. To construct PROJECT by contract, in accordance with plans and specifications of STATE.

3. To process all Federal authorizations, State allocations, and/or State application of FUNDS on behalf of SANBAG as applicable under Federal and State law for the contribution of FUNDS and MATCH FUNDS towards PROJECT.

SECTION II

SANBAG AGREES:

1. STATE may encumber FUNDS and/or MATCH FUNDS, as shown on EXHIBIT A and EXHIBIT B, towards PROJECT.
2. To authorize STATE to administer, process and encumber FUNDS.
3. To program, or cause to be programmed, FUNDS for PROJECT in the appropriate Regional Transportation Improvement Program (RTIP), Federal Transportation Improvement Program (FTIP) and State Transportation Improvement Program (STIP) documents and to process all programming amendments thereto which may be required for any PROJECT funding changes, at least ninety (90) days prior to bid advertisement for the construction project.
4. In the event changes to the FUNDS are necessary, to promptly notify STATE to determine if an amendment to this Agreement should be executed to reflect said changes.
5. To enter into a separate cooperative agreement or an amendment to this Agreement with STATE when funds other than FUNDS that are under the direct control of SANBAG are to be contributed towards PROJECT.

SECTION III

IT IS MUTUALLY AGREED:

1. All obligations of STATE under the terms of this Agreement are subject to the appropriation of resources by the Legislature, State Budget Act authority the allocation of funds by the California Transportation Commission (CTC), and the encumbrance of those FUNDS and MATCH FUNDS to PROJECT.
2. STATE's expenditure of FUNDS, under the sole control of SANBAG, and/or STATE controlled MATCH FUNDS is subject to the earlier programming and appropriation of FUNDS by SANBAG and MATCH FUNDS by STATE, and these acts will not be unreasonably delayed by either Party.
3. Any additional funding amount required to complete PROJECT, pursuant to this Agreement, will be borne by STATE.
4. Upon completion of all work under this Agreement, ownership and title to all materials, equipment and appurtenances installed will automatically be vested in STATE.

5. Neither SANBAG nor any officer or employee is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by STATE under or in connection with any work, authority or jurisdiction conferred upon STATE and arising under this Agreement. It is understood and agreed that STATE shall fully defend, indemnify and save harmless SANBAG and all its officers and employees from all claims, suits or actions of every name, kind and description brought forth under, including, but not limited to, tortious, contractual, inverse condemnation and other theories or assertions of liability occurring by reason of anything done or omitted to be done by STATE under this Agreement.
6. This Agreement shall terminate upon completion and acceptance of the construction contract for PROJECT by STATE or on November 1, 2011, whichever is earlier in time.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
WILL KEPMTON
Director

SAN BERNARDINO COUNTY
TRANSPORTATION
AUTHORITY

By: _____
MICHAEL A. PEROVICH
District Director

By: _____
DENNIS HANSBERGER
Board President

Attest: _____
VICKI WATSON
Board Secretary

APPROVED AS TO FORM AND
PROCEDURE:

APPROVED AS TO FORM
PROCEDURE:

By: _____
Attorney,
Department of Transportation

By: _____
JEAN-RENE BASLE
Counsel

CERTIFIED AS TO FUNDS:

By: _____
District Budget Manager

CERTIFIED AS TO FINANCIAL
TERMS AND POLICIES:

By: _____
Accounting Administrator

C07218

EXHIBIT "A"
PROJECT COST SUMMARY

TYPE OF FUNDS	STATE (SHOPP)	SANBAG (CMAQ)	TOTAL
Construction Engineering	\$2,783,000	\$0 (0%)	\$2,783,000
Construction Capital	\$5,520,000	\$1,000,000	\$6,520,000
R/W	\$1,170,000	\$0 (0%)	\$1,170,000
TOTAL	\$9,473,000	\$1,000,000	\$10,473,000

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 6

Date: May 2, 2007

Subject: Request for Proposal (RFP 08-003) for Insurance Brokerage Services

Recommendation: * Authorization and approval to release RFP 08-003 for SANBAG Insurance Brokerage Services.

Background: Marsh Risk Management Services has been the SANBAG Insurance Broker since 2001. Prior to Marsh, AON Risk Management Services served as the Insurance Broker.

Pursuant to policy direction, SANBAG has required that this type of contract be awarded on the basis of demonstrated competence and on the professional qualifications necessary for the satisfactory performance of the services at a fair and reasonable price to SANBAG. Such selection shall take into consideration prior experience of the firm and/or representatives, understanding of work to be completed, knowledge of the working environment, and particular skills and expertise of the firm and/or representatives proposed for the function.

Included in the agenda packet is a copy of the RFP for the Insurance Brokerage services. The RFP defines the schedule for the selection process, the purpose of the request and the evaluation process and a list of issues expected to be addressed in the response.

*Approved
Board of Directors*

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

Board Agenda Item
May 2, 2007
Page 2

Financial Impact: There is no financial impact of this item at this time.

Reviewed By: This item was reviewed by the Administrative Committee on April 11, 2007 and unanimously recommended for approval. (*Meeting chaired by Lawrence Dale*)

Responsible Staff: Terrence J. McGuire, Chief Financial Officer

San Bernardino County Transportation Authority
Request for Proposal No. 08-003
Insurance Brokerage Services

I. Introduction

On November 7, 1989, the voters of San Bernardino County approved Measure I, authorizing a ½% sales tax for transportation purposes for 20 years. The original estimates were that the funding for this twenty-year program would amount to over \$1.8 billion. In 2004, the voters approved an extension of Measure I for 30 years to 2040. The legislation provides for the San Bernardino County Transportation Authority (the Authority) to administer these funds. The Authority is composed of twenty-nine member board representing the cities of Adelanto, Barstow, Big Bear Lake, Chino, Chino Hills, Colton, Fontana, Grand Terrace, Hesperia, Highland, Loma Linda, Montclair, Needles, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Twentynine Palms, Upland, Victorville, and Yucaipa; the Towns of Apple Valley and of Yucca Valley; the San Bernardino County Board of Supervisors; an appointee from the Governor (Caltrans).

San Bernardino Associated Governments (SANBAG) is the umbrella joint powers agency where the Board of Directors also serves as the County Transportation Commission, the County Transportation Authority, the County Congestion Management Agency, and the Service Authority for Freeway Emergencies. Proposers should understand that for insurance purposes the organization, by whatever name, is essentially one and the same.

AON Risk Management Services was the Authority's broker up to 2001. Marsh Risk Management Services has been the Authority's broker since 2001. The Authority's renewal date for all policies is December 1, 2007.

This Request for Proposal (RFP) describes the Authority's needs for insurance brokerage services. It is organized into the following sections:

- I. Introduction
- II. Purpose of the Request
- III. Evaluation Process
- IV. Selection Timetable
- V. Scope of Service
- VI. Format for Proposals
- VII. Award of the Contract

II. Purpose of the Request

A. General Statement

SANBAG is inviting proposals for insurance brokerage services. The successful firm will assume responsibility for marketing the program and related services. No markets should be contacted until authorized to do so by SANBAG. Market contact initiated prior to authorization from SANBAG will disqualify the involved firm.

III. Evaluation Process

A. General Description

1. Firms are requested to respond to this solicitation in the manner more fully described in Section V below.
2. SANBAG and local agency staff will review and evaluate the responses received against the evaluation criteria listed below.
3. The firms will be short listed by SANBAG and related agency staff members.

B. Evaluation Criteria

The following criteria will be considered in evaluating the responses received:

1. Qualification and experience of the firm. This will be evaluated based on the breadth and depth of the firm's experience as a whole in the performance of comparable insurance brokerage service assignments.
2. Qualification and experience of the individuals to perform the work. This will be based on the resume of the individuals who will actually oversee and perform the work, especially those senior staff committed to participation in the work.
3. Organization of the work and management plan. This will be based on the proposed approach to organizing, managing, and implementing the necessary task.
4. Demonstrated understanding of the Authority's needs and proposed method of approach.
5. References for comparable current or past assignments. This will be based on references from several clients where comparable work was performed.

6. Actual or Potential Conflict of Interest. This will be based on an assessment of the firms' client list and the extent to which the firm may represent transportation related entities whose interests may conflict with the Authority's.
7. Record of performance and demonstrated ability to produce quality work and meet schedules.
8. Office location and available resources.

IV. Selection Timetable

The following timetable will apply to this RFQ.

<u>Item</u>	<u>Date</u>
Release RFP	May 2, 2007
Proposals Due – 5 pm	May 24, 2007
Determination of Short List	May 25 - 29, 2007
Interviews	June 5, 2007
Recommendation to Administrative Committee	June 13, 2007
Administrative Committee recommendation to the Board of Directors	July 11, 2007

V. Scope of Services

Once the firm has been selected, authorized to market the program and place the specified insurance coverage, they will also be responsible for providing the following services:

- A. Represent SANBAG in all future negotiations with insurers, underwriters, insurance regulatory authorities and other parties with regard to the SANBAG insurance program.
- B. Review the wording and accuracy of each policy, binder, certificate, endorsement or other document received from insurers.
- C. Verify the accuracy of all rates and premiums charged.
- D. Promptly submit originals of all policies and endorsements to SANBAG.
- E. Be available to answer questions from SANBAG personnel.
- F. Prepare insurance certificates and endorsements as requested by SANBAG.
- G. Issue binders, insurance certificates and endorsements to appropriate parties.

H. Run DMV checks

I. Develop standardized language identifying insurance requirements for contracts that SANBAG has with vendors.

VI. Format for Proposals

- A. Letter of Transmittal
- B. Executive Summary
- C. Table of Contents
- D. General Information-

A discussion of the firm including location of company headquarters, any branch offices, number of years in business and organization, and staff's qualification including relevant experience. Please include the name of the individual(s) assigned to this account along with a summary of their background.

Identify the number of public agencies for which your firm currently provides brokerage services.

Has the firm ever been terminated from a contract? Please describe the facts and circumstances in detail. Is the firm currently involved in any litigation?

E. Familiarity with Construction Projects –

Please discuss the firms experience and understanding of the insurance requirements for major construction projects.

F. Contract Review

Please discuss your ability to train SANBAG staff on how to review vendor contracts for appropriate insurance levels.

G. References-

Provide a minimum five references of current similar engagements with other agencies (preferably governmental, including individuals whom we may contact for reference).

H. Submission of Proposals-

The offeror shall submit five copies of its proposal to:

Mr. Terrence J. McGuire
Chief Financial Officer
San Bernardino Associated Governments
1170 West 3rd Street, 2nd Floor
San Bernardino, CA 92410-1715

Proposals must be received at the above address no later than 5:00 p.m. on May 14, 2007. Faxes will not be accepted. Proposals or proposal modifications will not be accepted after the closing date.

Any inquiries concerning this RFP should be made to Mr. Terrence J. McGuire, Chief Financial Officer, (909) 884-8276, ext. 124.

No contacts of any kind shall be made with Board members, their staffs, or the Authority staff other than as provided above. It is intended that the selection shall be made on merit alone within the process set forth. Violation of this condition shall be cause for immediate termination of the proposal.

VII. Award of Contract

SANBAG reserves the right to reject any and all proposals. Award of the brokerage services contract will be made to the firm, in the sole opinion of SANBAG which will provide the best service, and best meets the needs of the SANBAG.

The terms and conditions of the work shall be set forth in a final brokerage services contract. The engagement shall be for three years with two one-year options that can be exercised only by written amendment.

-
- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
 - San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies
-

Minute Action

AGENDA ITEM: 7

Date: May 2, 2007

Subject: Approve Contract C07181 with Vavrinek, Trine, Day & Co., LLP for SANBAG Auditing Services

Recommendation:* Recommend approval of Contract C07181 with Vavrinek, Trine, Day & Co., LLP to provide SANBAG Auditing Services. The agreement is for the three years in the amount of \$247,345 and will be funded as described below in the Financial Impact Section, ISF08 and TN 50208000.

Background: In February 2007, the SANBAG Administrative Committee approved the release of a request for proposal (RFP 07-181) for SANBAG auditing services. In response to the RFP, seven firms submitted proposals. Firms that submitted proposals included:

Caporicci & Larson
Lance, Soll & Lunghard, LLP
Mayer Hoffman McCann P.C.
McGladrey & Pullen
Moreland & Associates, Inc.
Rogers, Anderson Malody & Scott, LLP
Vavrinek, Trine, Day & Co., LLP

*Approved
Board of Directors*

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

In March, proposals were reviewed by the selection committee, which consisted of three representatives from SANBAG staff, one SANBAG Board member and the Chief Deputy Auditor for San Bernardino County. Based on this review the selection committee short-listed four firms including:

Caporicci & Larson
Mayer Hoffman McCann P.C.
McGladrey & Pullen
Vavrinek, Trine, Day & Co., LLP

Interviews were conducted by the selection committee on March 30, 2007. Interview panelists included the same five representatives from SANBAG and San Bernardino County that reviewed the responses to the Request for Proposal. At the conclusion of the interviews, the review committee unanimously selected Vavrinek, Trine, Day & Co., LLP. The strengths of Vavrinek, Trine, Day & Co., LLP are as follows:

- Extensive experience with local governments and transportation agencies
- Emphasis on working with SANBAG on accounting issues that are expected to be addressed
- Proactive schedule and approach for completing the requested services
- Headquarters in San Bernardino County

Finally and potentially most important, as SANBAG works to address financial reporting issues and issues related to the accounting information system and project management information system, the review committee concluded that Vavrinek, Trine, Day & Co., LLP offers the best mix of experience, staffing and knowledge to assist SANBAG in its efforts to improve its financial reporting and accounting systems related to SANBAG's numerous roles and responsibilities.

Vavrinek, Trine, Day & Co., LLP's fee proposal is an annual fixed fee of \$78,640 in the first year, \$82,383 in the second year and \$86,502 in the third year. The contract is expected to be subject to optional extension for two additional years. Based on a review of the fee proposals submitted by the other short listed firms, the proposed fee is within the current market range for public agency clients.

The selection of Vavrinek, Trine, Day & Co., LLP was reviewed and approved by the Administrative Committee at the April 11, 2007 meeting. A contract summary sheet and scope of work was available for review and the

Administrative Committee authorized staff to negotiate the terms of the contract in accordance with the proposal and submit the contract to the Board for approval. The contract was prepared with the assistance and review of SANBAG counsel.

Financial Impact: The recommended action is consistent with the SANBAG Fiscal Year 2007-2008 Budget. Future year contract costs will be budgeted as necessary in future year budgets; ISF08 and TN 50208000.

Reviewed By: This item was reviewed by the Administrative Committee on April 11, 2007 and unanimously recommended for approval. (*Meeting chaired by Lawrence Dale*). Staff was authorized to negotiate the contract based upon the terms outlined in the proposal and submit the contract directly to the Board for approval.

Responsible Staff: Terrence McGuire, Chief Financial Officer

SANBAG Contract No. C07181

by and between

San Bernardino Associated Governments

and

Vavrinek, Trine, Day & Company

for

Auditing Services**FOR ACCOUNTING PURPOSES ONLY**

<input checked="" type="checkbox"/> Payable	Vendor Contract # <u>C07181</u>	Retention: <input type="checkbox"/> Yes _____ % <input type="checkbox"/> No	<input checked="" type="checkbox"/> Original
<input type="checkbox"/> Receivable	Vendor ID <u>VTDC</u>		<input type="checkbox"/> Amendment

Notes:Original Contract: \$ 247,345

Previous Amendments Total: \$ _____

Previous Amendments Contingency Total: \$ _____

Contingency Amount: \$ 0.00

Current Amendment: \$ _____

Current Amendment Contingency: \$ _____

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL → \$ 247,345

↓ Please include funding allocation for the original contract or the amendment.

Task	Cost Code	Funding Sources	Grant ID	Amounts
ISF08-Indirect	5556	MSI	9999	\$ <u>188,845</u>
50208000	5556	LTF	9999	\$ <u>36,000</u>
50208000	5556	STAF	9999	\$ <u>22,500</u>
				\$ _____

Original Board Approved Contract Date: 5/2/07 Contract Start: 5/2/07 Contract End: 6/30/10

New Amend. Approval (Board) Date: _____ Amend. Start: _____ Amend. End: _____

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:

Approved Budget Authority →	Fiscal Year: <u>07/08</u> \$ <u>78,460</u>	Future Fiscal Year(s) – Unbudgeted Obligation →	\$ <u>168,885</u>
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Is this consistent with the adopted budget? ☒ Yes ☐ NoIf yes, which Task includes budget authority? Indirect ISF08 and TN50208000If no, has the budget amendment been submitted? ☐ Yes ☐ No**CONTRACT MANAGEMENT****Please mark an "X" next to all that apply:**☐ Intergovernmental ☒ Private ☐ Non-Local ☐ Local ☒ Partly LocalDisadvantaged Business Enterprise: ☒ No ☐ Yes _____ %Task Manager: **Terry McGuire**Contract Manager: **Terry McGuire**

Terry McGuire 4/19/07
Task Manager Signature Date

Terry McGuire 4/19/07
Contract Manager Signature Date

Terry McGuire 4/19/07
Chief Financial Officer Signature Date

Filename:



May 2, 2007

SANBAG Board
San Bernardino, CA

Dear Board Members:

We are pleased to confirm our understanding of the services we are to provide the San Bernardino Associated Governments (SANBAG) for the years ending June 30, 2007, June 30, 2008, and June 30, 2009. We will audit the financial statements of SANBAG, the Local Transportation Fund (LTF) of the County of San Bernardino as administered by the San Bernardino County Transportation Commission, and the State Transit Assistance Fund (STAF) of the County of San Bernardino as administered by the San Bernardino County Transportation Commission. For each of the audits we will audit the financial statements of the governmental activities, each major fund, and the aggregate remaining fund information, which collectively comprise each entity's basic financial statements, of SANBAG, LTF and STAF as of and for the years ending June 30, 2007, June 30, 2008, and June 30, 2009. Accounting standards generally accepted in the United States provide for certain required supplementary information (RSI), such as management's discussion and analysis (MD&A), to accompany the SANBAG, LTF and STAF basic financial statements. As part of our engagement, we will apply certain limited procedures to SANBAG, LTF and STAF's RSI. These limited procedures will consist principally of inquiries of management regarding the methods of measurement and presentation, which management is responsible for affirming to us in its representation letter. Unless we encounter problems with the presentation of the RSI or with procedures relating to it, we will disclaim an opinion on it. The following RSI is required by generally accepted accounting principles and will be subjected to certain limited procedures, but will not be audited:

1. Management's discussion and analysis, when presented
2. Budgetary comparison schedules
3. GASB-required supplementary pension information

Supplementary information other than RSI, such as combining and individual fund financial statements, also accompanies the financial statements. We will subject the following supplementary information to the auditing procedures applied in our audit of the basic financial statements and will provide an opinion on it in relation to the basic financial statements:

1. Combining individual fund financial statements and schedules
2. Schedule of Allocations and Disbursements
3. Schedule of Unallocated Apportionments
4. Schedule of expenditures of federal awards, if applicable

The document will also include references to the following additional information that will not be subject to the auditing procedures applied in our audit of the financial statements, and for which our auditor's report will disclaim an opinion.

1. Transmittal letter, when presented
2. Statistical sections

Audit Objectives

The objective of our audit is the expression of opinions as to whether your basic financial statements are fairly presented, in all material respects, in conformity with U.S. accounting principles generally accepted in the United States of America and to report on the fairness of the additional information referred to in the first paragraph when considered in relation to the basic financial statements taken as a whole. The objective also includes reporting on:

- Internal control related to the financial statements and compliance with laws, regulations, and the provisions of contracts or grant agreements, noncompliance with which could have a material effect on the financial statements in accordance with *Government Auditing Standards*.
- Internal control related to major programs and an opinion (or disclaimer of opinion) on compliance with laws, regulations, and the provisions of contracts or grant agreements that could have a direct and material effect on each major program in accordance with the Single Audit Act Amendments of 1996 and OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*.

The reports on internal control and compliance will each include a statement that the report is intended for the information and use of the audit committee, management, specific legislative or regulatory bodies, federal awarding agencies, and if applicable, pass-through entities and is not intended to be and should not be used by anyone other than these specified parties.

Our audit will be conducted in accordance with U.S. generally accepted auditing standards; the standards for financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; the Single Audit Act Amendments of 1996; and the provisions of OMB Circular A-133, and will include tests of accounting records, a determination of major program(s) in accordance with Circular A-133, and other procedures we consider necessary to enable us to express such an opinion and to render the required reports. If our opinion on the financial statements or the Single Audit compliance opinion is other than unqualified, we will fully discuss the reasons with you in advance. If, for any reason, we are unable to complete the audit or are unable to form or have not formed an opinion, we may decline to express an opinion or to issue a report as a result of this engagement.

Management Responsibilities

Management is responsible for establishing and maintaining internal controls, including monitoring ongoing activities; for the selection and application of accounting principles; for the fair presentation in the financial statements of the respective financial position of the governmental activities, each major fund, and the aggregate remaining fund information of SANBAG, LTF and STAF and the respective changes in financial position and, where applicable, cash flows in conformity with U.S. generally accepted accounting principles; and for federal award program compliance with applicable laws and regulations and the provisions of contracts and grant agreements. Management is responsible for the basic financial statements and all accompanying information as well as representations contained therein.

You are responsible for management decisions and functions. As part of the audit, we will prepare a draft of your financial statements, schedule of expenditures of federal awards, and related notes. In accordance with *Governmental Auditing Standards*, you will be required to review and approve those financial statements prior to their issuance and have a responsibility to be in a position in fact and appearance to make an informed judgment on those financial statements. Further, you are required to designate a qualified management-level individual to be responsible and accountable for overseeing our services.

Management is responsible for making all financial records and related information available to us, including any significant vendor relationships in which the vendor has the responsibility for program compliance and for the accuracy and completeness of that information. Management's responsibilities include adjusting the financial statements to correct material misstatements and for confirming to us in the representation letter that the effects of any uncorrected misstatements aggregated by us during the current engagement and pertaining to the latest period presented are immaterial, both individually and in the aggregate, to the financial statements taken as a whole.

You are responsible for the design and implementation of programs and controls to prevent and detect fraud, and for informing us about all known or suspected fraud or illegal acts affecting the government involving (1) management, (2) employees who have significant roles in internal control, and (3) others where the fraud or illegal acts could have a material effect on the financial statements. Your responsibilities include informing us of your knowledge of any allegations of fraud or suspected fraud affecting the government received in communications from employees, former employees, grantors, regulators, or others. In addition, you are responsible for identifying and ensuring that the entity complies with applicable laws, regulations, contracts, agreements, and grants. Additionally, as required by OMB Circular A-133, it is management's responsibility to follow up and take corrective action on reported audit findings and to prepare a summary schedule of prior audit findings and a corrective action plan. The summary schedule of prior audit findings should be available for our review at the commencement of the audit.

Management is responsible for establishment and maintenance of a process for tracking the status of audit findings and recommendations. Management is also responsible for identifying for us previous audits or other engagements or studies related to the objectives discussed in the Audit Objectives section of this letter. This responsibility includes relaying to us corrective actions taken to address significant findings and recommendations resulting from those audits or other engagements or studies. You are also responsible for providing management's views on our current findings, conclusions, and recommendations, as well as your planned corrective actions, and the timing and format thereto.

Audit Procedures—General

An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; therefore, our audit will involve judgment about the number of transactions to be examined and the areas to be tested. We will plan and perform the audit to obtain reasonable rather than absolute assurance about whether the financial statements are free of material misstatement, whether from (1) errors, (2) fraudulent financial reporting, (3) misappropriation of assets, or (4) violations of laws or governmental regulations that are attributable to the entity or to acts by management or employees acting on behalf of the entity. Because the determination of abuse is subjective, *Government Auditing Standards* do not expect auditors to provide reasonable assurance of detecting abuse.

Because an audit is designed to provide reasonable, but not absolute assurance and because we will not perform a detailed examination of all transactions, there is a risk that material misstatements or noncompliance may exist and not be detected by us. In addition, an audit is not designed to detect immaterial misstatements or violations of laws or governmental regulations that do not have a direct and material effect on the basic financial statements or major programs. However, we will inform you of any material errors and any fraudulent financial reporting or misappropriation of assets that come to our attention. We will also inform you of any violations of laws or governmental regulations that come to our attention, unless clearly inconsequential. We will include such matters in the reports required for a Single Audit. Our responsibility as auditors is limited to the period covered by our audit and does not extend to matters that might arise during any later periods for which we are not engaged as auditors.

Our procedures will include tests of documentary evidence supporting the transactions recorded in the accounts, and may include tests of the physical existence of inventories, and direct confirmation of receivables and certain other assets and liabilities by correspondence with selected individuals, creditors, and financial institutions. We will request written representations from your attorneys as part of the engagement, and they may bill you for responding to this inquiry. At the conclusion of our audit, we will also require certain written representations from you about the financial statements and related matters.

Audit Procedures—Internal Controls

Our audit will include obtaining an understanding of the entity and its environment, including internal control, sufficient to assess the risks of material misstatement of the financial statements and to design the nature, timing, and extent of further audit procedures. Tests of controls may be performed to test the effectiveness of certain controls that we consider relevant to preventing and detecting errors and fraud that are material to the financial statements and to preventing and detecting misstatements resulting from illegal acts and other noncompliance matters that have a direct and material effect on the financial statements. Our tests, if performed, will be less in scope than would be necessary to render an opinion on internal control and, accordingly, no opinion will be expressed in our report on internal control issued pursuant to *Government Auditing Standards*.

As required by OMB Circular A-133, we will perform tests of controls to evaluate the effectiveness of the design and operation of controls that we consider relevant to preventing or detecting material noncompliance with compliance requirements applicable to each major federal award program. However, our tests will be less in scope than would be necessary to render an opinion on those controls and, accordingly, no opinion will be expressed in our report on internal control issued pursuant to OMB Circular A-133.

An audit is not designed to provide assurance on internal control or to identify significant deficiencies. However, we will communicate to management and those charged with governance internal control related matters that are required to be communicated under professional standards, *Government Auditing Standards*, and OMB Circular A-133.

Audit Procedures—Compliance

As part of obtaining reasonable assurance about whether the financial statements are free of material misstatement, we will perform tests of SANBAG, LTF, and STAF's compliance with applicable laws and regulations and the provisions of contracts and agreements, including grant agreements. However, the objective of those procedures will not be to provide an opinion on overall compliance and we will not express such an opinion in our report on compliance issued pursuant to *Government Auditing Standards*.

OMB Circular A-133 requires that we also plan and perform the audit to obtain reasonable assurance about whether the auditee has complied with applicable laws and regulations and the provisions of contracts and grant agreements applicable to major programs. Our procedures will consist of the applicable procedures described in the *OMB Circular A-133 Compliance Supplement* for the types of compliance requirements that could have a direct and material effect on each of the major programs. The purpose of those procedures will be to express an opinion on the compliance with requirements applicable to major programs in our report on compliance issued pursuant to OMB Circular A-133.

Audit Administration, Fees, and Other

We understand that your employees will prepare all cash, accounts receivable, or other confirmations we request and will locate any invoices selected by us for testing.

At the conclusion of the engagement we will complete the appropriate sections of and sign the Data Collection Form that summarizes our audit findings. We will provide copies of our reports; however, it is management's responsibility to submit the reporting package (including financial statements, schedule of expenditures of federal awards, summary schedule of prior audit findings, auditors' reports, and a corrective action plan) along with the Data Collection Form to the designated federal clearinghouse and, if appropriate, to pass-through entities. The Data Collection Form and the reporting package must be submitted within the earlier of 30 days after receipt of the auditors' reports or nine months after the end of the audit period, unless a longer period is agreed to in advance by the cognizant or oversight agency for audits. At the conclusion of the engagement, we will provide information to management as to where the reporting packages should be submitted and the number to submit.

The audit documentation for this engagement is the property of Vavrinek, Trine, Day & Co., LLP, and constitutes confidential information. However, pursuant to authority given by law or regulation, we may be requested to make certain audit documentation available to the County's Federal Oversight Agency for Audit or its designee, a federal agency providing direct or indirect funding, or the U.S. Government Accountability Office for purposes of a quality review of the audit, to resolve audit findings, or to carry out oversight responsibilities. We will notify you of any such request. If requested, access to such audit documentation will be provided under the supervision of Vavrinek, Trine, Day & Co., LLP personnel. Furthermore, upon request, we may provide copies of selected audit documentation to the aforementioned parties. These parties may intend, or decide, to distribute the copies or information contained therein to others, including other governmental agencies.

The audit documentation for this engagement will be retained for a minimum of seven years after the report release or for any additional period requested by the Oversight Agency for Audit. If we are aware that a federal awarding agency, pass-through entity, or auditee is contesting an audit finding, we will contact the party/(ies) contesting the audit finding for guidance prior to destroying the audit documentation.

Our fee for these services will be at our standard hourly rates and within the terms as specified in our proposal dated March 9, 2007. The gross fee includes the audit of SANBAG, LTF, STAF and the Single Audit. Our standard hourly rates vary according to the degree of responsibility involved and the experience level of the personnel assigned to your audit. Our invoices for these fees will be rendered each month as work progresses and are payable on presentation. In accordance with our firm policies, work may be suspended if your account becomes 90 days or more overdue and may not be resumed until your account is paid in full. If we elect to terminate our services for nonpayment, our engagement will be deemed to have been completed upon written notification of termination, even if we have not completed our report. You will be obligated to compensate us for all time expended and to reimburse us for all out-of-pocket costs through the date of termination. The above fee is based on anticipated cooperation from your personnel and the assumption that unexpected circumstances will not be encountered during the audit. If significant additional time is necessary, we will discuss it with you and arrive at a new fee estimate before we incur the additional costs.

The terms and conditions as defined in the SANBAG request for proposal are incorporated by reference into this agreement.

Term of Agreement

The term of this Agreement will be until the scope of work included in this Agreement is completed for the year ending June 30, 2009. SANBAG will have an option to extend this Agreement for two additional one-year periods.

Compensation

As total compensation for all services to be performed by Vavrinek, Trine, Day & Co., LLP under this agreement, SANBAG shall pay Vavrinek, Trine, Day & Co., LLP an amount not to exceed \$78,460 for the audit of fiscal year ended June 30, 2007; \$82,383 for the audit of fiscal year ended June 30, 2008; and \$86,502 for the audit of fiscal year ended June 30, 2009. However, no more than 90% of each fiscal year's fee shall be paid before receipt of the required reports for each fiscal year audit.

Assignability

Without the prior written consent of SANBAG, this Agreement is not assignable by Vavrinek, Trine, Day & Co., LLP either in whole or in part.

Amendments

Vavrinek, Trine, Day & Co., LLP agrees any alterations, variations, modifications, or waivers of the provisions of the Agreement, shall be valid only when reduced to writing, executed and attached to the original Agreement and approved by the required persons.

Ownership of Documents

Exclusive of audit documentation prepared in the conduct of this engagement, all final reports prepared by Vavrinek, Trine, Day & Co., LLP pursuant to this Agreement shall be considered property of SANBAG upon payment for services. All such items shall be delivered to SANBAG at the completion of work under this Agreement.

Indemnification

Vavrinek, Trine, Day & Co., LLP agrees to indemnify, defend and hold harmless SANBAG and its authorized officers, employees, agents and volunteers from any and all claims, actions, losses, damages and/or liability arising from Vavrinek, Trine, Day & Co.'s, LLP acts, errors or omissions and for any costs or expenses incurred by SANBAG on account of any claim therefore, except where such indemnification is prohibited by law.

Insurance Coverage

Without in any way affecting the indemnity herein provided and in addition thereto, the Vavrinek, Trine, Day & Co., LLP shall secure and maintain throughout the Agreement the following types of insurance with limits as shown:

- A. Workers' Compensation – A program of Worker's Compensation insurance or a State-approved Self-Insurance Program in an amount and form to meet all applicable requirements of the Labor Code of the State of California, including Employer's Liability with \$250,000 limits, covering all persons providing services on behalf of the Vavrinek, Trine, Day & Co., LLP and all risks to such persons under this Agreement.
- B. Comprehensive General and Automobile Liability Insurance – This coverage to include contractual coverage and automobile liability coverage for owned, hired and non-owned vehicles.

The policy shall have combined single limits for bodily injury and property damage of not less than one million dollars (\$1,000,000).

- C. Errors and Omission Liability Insurance – Combined single limits of \$1,000,000 for bodily injury and property damage and \$3,000,000 in the aggregate; or
- D. Professional Liability – Professional liability insurance with limits of at least \$1,000,000 per claim or occurrence.

Additional Named Insured

All policies, except for the Worker's Compensation, Errors and Omissions and Professional Liability policies shall contain additional endorsements naming SANBAG and its officers, employees, agents and volunteers as additional named insured with respect to Liabilities arising out of the performance of services hereunder.

Waiver of Subrogation Rights

Vavrinek, Trine, Day & Co., LLP shall require the carriers of the above-required coverage's to waive all rights of subrogation against SANBAG, its officers, employees, agents, volunteers, Vendors, and subcontractor.

Copies of Reports

We will provide SANBAG with fifty (50) copies of the financial statements and the Single Audit. We will also provide SANBAG with thirty (30) copies of the LTF and STAF financial and compliance reports.

Hold Harmless Clause

Any costs incurred by Auditor for legal and/or court actions related to the engagement for those services required pursuant to this Agreement, such as subpoenas, testimony or consultation involving private litigation, arbitration or government regulatory inquiries and resulting from SANBAG written request or lawful subpoena, will be paid at the rates agreed to by SANBAG in annual Engagement Letters between SANBAG and Auditor.

Legal Costs Clause

SANBAG shall hold harmless and indemnify the Auditor from any liability, damages and legal costs sustained by Auditor for the limited event that any written representation from the SANBAG provided to Auditor shall be found to be false.

Jury Waiver Clause

In the unlikely event that differences concerning our services or fees should arise that are not resolved by mutual agreement, we both recognize that the matter will probably involve complex business or accounting issues that would be decided most equitably to us both by a judge hearing the evidence without a jury. Accordingly, you and we agree to waive any right to a trial by jury in any action, proceeding, or counterclaim arising out of our services and fees for this engagement.

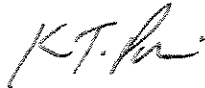
Termination

This agreement may be terminated with or without cause by SANBAG, and with cause by VTD with 30 days written notice.

Government Auditing Standards require that we provide you with a copy of our most recent external peer review report and any letter of comment, and any subsequent peer review reports and letters of comment received during the period of the contract. Our 2005 peer review report accompanies this letter.

We appreciate the opportunity to be of service to the SANBAG and believe this letter accurately summarizes the significant terms of our engagement. If you have any questions, please let us know. If you agree with the terms of our engagement as described in this letter, please sign the enclosed copy and return it to us.

Very truly yours,



Kevin T. Pulliam
of Vavrinek, Trine, Day & Co., LLP

KTP:mcr

070138

RESPONSE:

This letter correctly sets forth the understanding of the San Bernardino Associated Governments.

By: _____

Title: _____

Approved:

County Counsel

YANARI WATSON MCGAUGHEY P.C.

DALE M. YANARI (1947-2004) ♦ RANDY S. WATSON ♦ G. LANCE MCGAUGHEY
FINANCIAL CONSULTANTS/CERTIFIED PUBLIC ACCOUNTANTS

JUL 21 2006

June 9, 2006

To the Partners of
Vavrinek, Trine, Day & Co., LLP
and the Center for Public Company Audit Firms Peer Review Committee

We have reviewed the system of quality control for the accounting and auditing practice of Vavrinek, Trine, Day & Co., LLP (the firm) applicable to non-SEC issuers in effect for the year ended December 31, 2005. The firm's accounting and auditing practice applicable to SEC issuers was not reviewed by us since the Public Company Accounting Oversight Board (PCAOB) is responsible for inspecting that portion of the firm's accounting and auditing practice in accordance with PCAOB requirements. A system of quality control encompasses the firm's organizational structure, the policies adopted and procedures established to provide it with reasonable assurance of complying with professional standards. The elements of quality control are described in the Statements on Quality Control Standards issued by the American Institute of Certified Public Accountants (the AICPA). The design of the system, and compliance with it, are the responsibilities of the firm. Our responsibility is to express an opinion on the design of the system, and the firm's compliance with that system based on our review.

Our review was conducted in accordance with standards established by the Peer Review Committee of the Center for Public Company Audit Firms and included procedures to plan and perform the review that are summarized in the attached description of the peer review process. Our review would not necessarily disclose all weaknesses in the system of quality control or all instances of lack of compliance with it since it was based on selective tests. Because there are inherent limitations in the effectiveness of any system of quality control, departures from the system may occur and not be detected. Also, projection of any evaluation of a system of quality control to future periods is subject to the risk that the system of quality control may become inadequate because of changes in conditions, or that the degree of compliance with the policies or procedures may deteriorate.

In our opinion, the system of quality control for the accounting and auditing practice applicable to the non-SEC issuers of Vavrinek, Trine, Day & Co., LLP in effect for the year ended December 31, 2005, has been designed to meet the requirements of the quality control standards for an accounting and auditing practice established by the AICPA, and was complied with during the year then ended to provide the firm with reasonable assurance of complying with applicable professional standards.

Yanari Watson McGaughey P.C.

Yanari Watson McGaughey P.C.

9250 EAST COSTILLA AVENUE, SUITE 450
GREENWOOD VILLAGE, COLORADO 80112-3647
(303) 792-3020
FAX (303) 792-5153

web site: www.ywmcpa.com

email: info@ywmcpa.com

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 8

Date: May 2, 2007

Subject: State and Federal Legislative Briefing

Recommendation:*

1. Receive Report on State and Federal Legislative Issues; and
2. Adopt the following bill positions:
 - a. Support – AB 633 (Galgiani)
 - b. Support – AB 1499 (Garrick)
 - c. Support – SB 56 (Runner)
 - d. Support – SB 61 (Runner)
 - e. Support – SB 262 (Runner)
 - f. Support – SB 947 (Hollingsworth)

Background: State Legislative Report

SANBAG Sponsored Legislation

For the 2007-08 Legislative Session, SANBAG is the sponsor of two bills: Senate Concurrent Resolution (SCR) 16 and Assembly Bill (AB) 1373. Below, please find the status report on both pieces of legislation.

SCR 16 (Negrete-McLeod), will codify the Gary Moon Memorial Interchange at Route 30/I-215. On April 10, 2007, SCR 16 passed on Consent in the Senate Transportation and Housing Committee. Currently, SCR 16 is on the Senate Appropriations Committee consent file, which is scheduled for April 23, 2007.

Approved
Board of Directors

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

AB 1373 (Emmerson), will provide design-build authority to improve interchanges in the Inland Empire that provide access to emergency medical centers. During the Month of April, Jennifer Franco, SANBAG's director of intergovernmental and legislative affairs, coordinated support letters from local hospitals and worked with Mark Watts of California Strategies, SANBAG's lobbyist in Sacramento, to promote this bill in Sacramento. Throughout the month, the Professional Engineers in California Government (PECG) sent opposition letters concerning AB 1373 to various elected officials – including Assemblyman Emmerson.

Other Legislation

During SANBAG's March Administrative Meeting, it was suggested to add housing and water issues to the list of targeted transportation bills SANBAG is currently monitoring. Staff recommends limiting the monitoring of housing and water bills to those that pertain to affordable housing, Proposition 1C funding for housing and emergency shelters, and Proposition 1E funding for flood prevention.

During the April Administrative Committee, members approved of this above staff recommendation.

Staff also recommends SANBAG adopt the following positions:

Support: AB 633 (Galgiani) - This bill would create the Rail Safety and Traffic Mitigation Bond Act of 2007, which would state the intent of the Legislature to enact legislation providing for a general obligation bond act in the amount of \$500,000,000 to be submitted to the voters for approval in order to provide funding for a program to eliminate the most dangerous railroad-highway grade crossings in the state, as identified by the Public Utilities Commission, with funds to be allocated by the California Transportation Commission.

Support: AB 1499 (Garrick) - This bill would authorize the California Department of Transportation (Caltrans) to use the design-build procurement process for its state highway construction contracts. If passed, the result of this legislation will broaden current law that provides for Caltrans to use design-build procurement for up to 12 transportation projects.

Support: SB 56 (Runner) - This bill would declare the intent of the Legislature to authorize a demonstration program that would allow a careful examination of the benefits and challenges of using a design-build method of procurement for transportation projects. SB 56 provides that until January 1, 2016, certain state and local transportation entities may use a design-build process for

contracting on transportation projects and transportation projects can be selected by the California Transportation Commission (CTC). This bill also specifies a labor compliance program, implementation reports to the Legislature and CTC, and bidding procedures.

Support: SB 61 (Runner) - Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, until January 1, 2012, to enter into up to 4 comprehensive development lease agreements with public and private entities, or consortia of those entities, for construction of transportation projects that are primarily designed to improve goods movement. Under these provisions, tolls or user fees may be charged to users of those transportation facilities, except that tolls or user fees may not be charged to vehicles with 3 or fewer axles. The comprehensive development lease agreements must be submitted to the Legislature for approval or rejection. This bill would enact additional similar provisions without the above restrictions. The bill would provide a revised process for nominating and selecting candidate projects. The bill would authorize the department or regional transportation agency nominating a project to pay a stipend to proposers of a project under certain conditions. In addition to authorizing the charging of tolls or user fees on transportation facilities constructed under these new provisions, the bill would also authorize the department or regional transportation agencies to enter into agreements under which a private entity constructs a transportation project that is operated without the charging of a toll or user fee, but where the private entity receives compensation in the form of a shadow toll or other type of payment. The bill would make other related changes.

Support: SB 262 (Runner) - Proposition 1B, approved by the voters at the November, 2006, general election enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, which authorizes the issuance of \$19.925 billion of general obligation bonds for various transportation purposes, including \$2 billion to be deposited in the Trade Corridors Infrastructure Fund in the California Ports Infrastructure, Security, and Air Quality Improvement Account to be available, upon appropriation by the Legislature, for allocation by the California Transportation Commission to highway system and freight rail system improvements along federally designated trade corridors of national significance. This bill would require the commission, when allocating these funds to projects, to consider the impact of a project on goods movement and port operations in the Southern California region and the potential of a project to benefit the inland port concept in order to relieve congestion at and in the vicinity of the Port of Los Angeles and the Port of Long Beach.

Support: SB 947 (Hollingsworth) - The California Environmental Quality Act (CEQA) requires a lead agency to prepare an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment, unless the project is exempt from the act. This bill would exempt from those CEQA requirements the expansion of an existing overpass, on-ramp, or off-ramp that is built on an easement or right-of-way under the control of a state or local transportation agency, or a city, county, or city and county. By imposing new duties on local governments with respect to determining whether that exemption is applicable to specified highway expansion projects, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

During the April Administrative Committee, members adopted the aforementioned positions.

Federal Legislative Report

Federal Programs

In May 2006, the U.S. Department of Transportation announced its National Strategy to Reduce Congestion on America's Transportation Network, a program U.S. Department of Transportation (DOT) believes will reduce congestion on the Nation's roads. One major component of the Congestion Initiative is the Urban Partnership Agreement ("UPA"). The U.S. DOT has issued a Notice soliciting proposals by metropolitan areas to enter into UPAs with the Department in order to demonstrate strategies with a combined track record of effectiveness in reducing traffic congestion. Applications are due April 30, 2007.

Please see the attached memorandum from Van - Scoyoc Associates, SANBAG's federal advocates, for more information regarding this program.

- Financial Impact:** No impact on SANBAG Budget; potential gains or losses may be experienced depending on outcome of legislative proposals.
- Reviewed By:** This item was reviewed and unanimously recommended for approval by the SANBAG Administrative Committee on April 11, 2007. (*Meeting Chaired by Lawrence Dale*)
- Responsible Staff:** Jennifer Franco, Director of Intergovernmental and Legislative Affairs

ATTACHMENT

Van Scoyoc Associates
101 CONSTITUTION AVENUE, NW
SUITE 600 WEST
WASHINGTON, DC 20003

MEMORANDUM

To: Jennifer Franco

FROM: STEVE PALMER
PATRICK HOLTZ

DATE: MARCH 31, 2007

RE: DOT'S URBAN PARTNERSHIP PROGRAM

Program Summary

In May 2006, the U.S. Department of Transportation announced its *National Strategy to Reduce Congestion on America's Transportation Network*, a program DOT believes will reduce congestion on the Nation's roads. One major component of the Congestion Initiative is the Urban Partnership Agreement ("UPA"). While we have provided some background, access to additional information and applications can be found at: <http://www.fightgridlocknow.gov/upas.htm>

DOT has issued a Notice soliciting proposals by metropolitan areas to enter into UPAs with the Department in order to demonstrate strategies with a combined track record of effectiveness in reducing traffic congestion. To support congestion-reducing strategies adopted by the Department's urban partners, DOT will use discretionary funding under the –

- Intelligent Transportation System Operational Testing to Mitigate Congestion Program;
- Value Pricing Pilot Program; and
- Other discretionary grant, lending and credit support programs.

In addition, to the maximum extent possible, the Department will support its Urban Partners with regulatory flexibility and dedicated expertise and personnel. Applications are due April 30th.

Elements of the Urban Partnership Program

Under the Urban Partnership Program, DOT is seeking proposals from metropolitan areas that agree to implement a comprehensive policy response to urban congestion, including (a) a congestion pricing demonstration, (b) enhanced transit services, and (c) an increased use of telecommuting and flex scheduling, and (d) advanced technology deployments. DOT plans to select 1-5 "Urban Partners," and will support them with available financial resources, regulatory flexibility, and technical expertise.

Tolling: This is the key component of the Urban Partner Program. According to DOT, It involves broad applications of congestion pricing that can be implemented in the near-term. These could be networks of priced lanes that use *existing* highway lanes (to reduce time needed for implementation); variable tolls on entire roadways – including toll roads and bridges, as well as existing toll free facilities; cordon charges to enter a congested area; and area-wide pricing

involving charges on all roads within a congested area. Unlike the single-facility implementation projects and regional studies previously funded by DOT's *Value Pricing Pilot Program*, the Initiative is seeking significant reductions in congestion from *near-term* implementation on a broad scale.

Transit: The second element includes more efficient and responsive public transit systems that tailor services specifically for rush-hour commuters. For example, free-flowing priced highway lanes can provide opportunities for Bus Rapid Transit and Express Bus services. Such services are flexible and cost-effective modes of public transportation, and provide viable commuting options for those who must travel during rush hours. They also have short timeframes for implementation, meaning that they can play a large role in reducing congestion immediately.

Telecommuting: The third element of DOT's strategy involves commitments from major employers in the region to allow more of their employees to telecommute and work a flexible schedule. Flex-time policies can help stagger work schedules, decreasing the number of drivers during peak travel times.

Technology & Operations: Finally, Urban Partnerships will utilize advanced technological and operational approaches to improve system performance, support regional efforts to expand the provision of real-time traveler information, improve traffic incident response, improve arterial signal timing, and reduce the obtrusiveness of highway construction work zones.

In return for their commitment to adopt innovative, system-wide solutions to traffic congestion, USDOT has committed to provide financial resources (including some combination of grants, loans, and borrowing authority), regulatory flexibility, and dedicated expertise and personnel. Potential funding sources include the Department's Value Pricing Pilot Program and Intelligent Transportation Systems Operational Testing to Mitigate Congestion Program.

###

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 9

Date: May 2, 2007

Subject: Amendment to Design Services Contract with Parsons, Brinkerhoff, Quade, and Douglas (PBQ&D) for combining Interstate 215 Segment 5 with SR 210 High Speed Connectors to I-215 and additional scope of work associated solely to SR 210 Connectors

*Recommendation:**

1. Approve Amendment No. 6 to Contract 99-030 with PBQ&D for design services to combine I-215 Segment 5 and the SR 210 High Speed Connectors into a single PS&E package and additional scope of work for High Speed Connectors in the amount of \$344,565 as described in the financial impact section, and
2. Approve Budget Amendment to the FY 2006/07 budget increasing revenues and expenditures in the amount of \$345,000 in TN 82007000, Cost Code 6010 as described in the financial impact section. TN 82007000

Background: **This action is an amendment to a current consultant services contract.** In 1999 through a competitive qualification based selection process, PBQ&D was selected to perform final design services for the State Route 210 Segment 11 project, the easterly most segment of the new SR 210 freeway and the segment that includes the SR 210 Freeway to Interstate 215 Freeway interchange. Two of the three distinct projects within Segment 11, the early bridge and soundwall project and the SR 210 Mainline project are nearing construction completion. The remaining project is known as Contract 3 and includes the high speed freeway to freeway connectors to I-215 and is in the last phases of final design.

As recent as the approval of the 2006 State Transportation Improvement Program (STIP) last year, due to annual fund targets established by the California Transportation Commission, SANBAG had planned to proceed to construction with Contract 3 in advance of I-215 Segment 5 by as many as 3 years because the 2006 STIP did not include funding for I-215 Segment 5.

Approved
Board of Directors

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:* 0

Witnessed: _____

With the approval of Proposition 1B by California voters and when the CTC approves the STIP Augmentation program of Prop 1B later this year all of SANBAG's freeway projects included in the STIP, including all segments of the I-215 projects will be fully funded without limitation from annual targets as has been the case in the past several STIP cycles. The end result of the elimination of annual targets is that projects that were once "segmented" due to when funding was available, specifically projects on the I-215 corridor will now proceed on a more rational schedule of what makes sense from a constructability and staging perspective and eliminate throw away cost that would have occurred due to the two projects being construction separately. While DMJM+Harris will be responsible for the majority of the work required to combine these two projects, PBQ&D will have a level of effort to coordinate all of their previous design activities into the single PS&E package. The amount for these activities is budgeted at approximately \$172,000.

This amendment will also fund work to be performed that was not included in the prior scopes of work for Contract 3. The major items of additional work include coordination and design work associated with a private development adjacent to the freeway, additional design work to accommodate tubular type overhead signs rather than truss type signs, and perform permeability testing for a proposed infiltration basin. The total cost for the additional scope items is approximately \$157,000. The total cost of this amendment is \$344,565 which is the combination of the two work efforts identified above plus a 5% contingency.

Financial Impact: This action is not consistent with the FY 2006/07 budget and will require a budget amendment. The necessary Budget Amendment is to the FY 2006/07 budget increasing revenues and expenditures in the amount of \$345,000 in TN 82007000, Cost Code 6010. The revenue source is Measure I Valley Major Projects Fund Balance.

Reviewed By: This item was reviewed and unanimously recommended for approval by the Major Projects Committee on April 12, 2007. (*Meeting chaired by John Pomierski*)

Responsible Staff: Darren Kettle, Director of Freeway Construction

SANBAG Contract No. 99-030-06

by and between

the San Bernardino County Transportation Authority

and

Parsons Brinckerhoff Quade & Douglas, Inc.

for

Route 30/210 Design Services, Segment 11

FOR ACCOUNTING PURPOSES ONLY				
<input checked="" type="checkbox"/> Payable <input type="checkbox"/> Receivable	Vendor Contract # <u>99-030</u> Vendor ID _____	Retention: <input type="checkbox"/> Yes _____ % <input checked="" type="checkbox"/> No	<input type="checkbox"/> Original <input checked="" type="checkbox"/> Amendment	
Notes:				
Original Contract: \$ <u>6,399,983</u> Contingency Amount: \$ <u>639,998</u>		Previous Amendments Total: \$ <u>5,916,636</u> Previous Amendments Contingency Total: \$ _____ Current Amendment: \$ <u>328,157</u> Current Amendment Contingency: \$ <u>16,408</u>		
Contingency Amount requires specific authorization by Task Manager prior to release.				
Contract TOTAL →				\$ <u>13,301,182</u>
↓ Please include funding allocation for the original contract or the amendment.				
<u>Task</u>	<u>Cost Code</u>	<u>Funding Sources</u>	<u>Grant ID</u>	<u>Amounts</u>
<u>82007</u>	<u>5553</u>	<u>MVPMI</u>	_____	\$ <u>100,000</u>
<u>82008</u>	<u>5553</u>	<u>MVPMI</u>	_____	\$ <u>244,565</u>
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
Original Board Approved Contract Date: <u>05/05/99</u> Contract Start: <u>05/12/99</u> Contract End: <u>06/30/06</u> New Amend. Approval (Board) Date: <u>05/02/07</u> Amend. Start: <u>05/02/07</u> Amend. End: <u>06/30/09</u>				
If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:				
Approved Budget Authority →	Fiscal Year: <u>06/07</u> \$ <u>100,000</u>	Future Fiscal Year(s) – Unbudgeted Obligation →		\$ <u>244,565</u>
Is this consistent with the adopted budget? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, which Task includes budget authority? _____ If no, has the budget amendment been submitted? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No				
CONTRACT MANAGEMENT				
Please mark an "X" next to all that apply:				
<input type="checkbox"/> Intergovernmental <input checked="" type="checkbox"/> Private <input type="checkbox"/> Non-Local <input checked="" type="checkbox"/> Local <input type="checkbox"/> Partly Local				
Disadvantaged Business Enterprise: <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes _____ %				
Task Manager: Darren Kettle			Contract Manager: Abunnasr Husain	

4-5-07
 Task Manager Signature Date
4/17/07
 Chief Financial Officer Signature Date

04-18-07
 Contract Manager Signature Date

SANBAG Contract No. 99-030

Amendment No. 6

By And Between

San Bernardino County Transportation Authority

And

Parsons Brinckerhoff Quade & Douglas, Inc.

For

Rt. 30/210 Design Services Segment 11

This AMENDMENT No. 6 to SANBAG Contract No. 99-030 entered into as of this 2nd day of May 2007, by Parsons Brinckerhoff Quade & Douglas, Inc. (hereafter called CONSULTANT) and the San Bernardino County Transportation Authority (hereafter called AUTHORITY):

WHEREAS, AUTHORITY, under AUTHORITY Contract No. 99-030 has engaged the services of CONSULTANT to provide Final Design Engineering Service for State Route 210, Segment 11 and,

WHEREAS, the parties desire to amend the aforesaid contract scope of work;

NOW THEREFORE, the parties do mutually agree to amend Contract No. 99-030 as follows:

1. Extend the completion date of this contract to June 30, 2009.
2. To increase the contract amount by \$344,565.00 to a total not to exceed amount of \$13,301,182.00 for the additional scope of work indicated on Attachments A and B.
3. The additional cost of \$344,565.00 authorized by this amendment includes a contingency of \$16,408.00 for a total remaining project contingency of \$89,180.00. Utilization of the contingency is not permitted unless directed in writing by AUTHORITY Project Manager.
4. All other provisions and terms of the contract shall remain the same.

IN WITNESS THEREOF, the authorized parties have below signed:

San Bernardino Associated Governments

Parsons Brinckerhoff Ouade & Douglas

By: _____
Dennis Hansberger, President
AUTHORITY Board of Directors

By: _____
Samuel W. Tso
Vice President

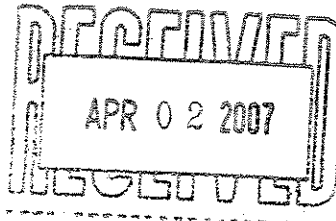
Date: _____

Date: _____

Approved as to form:

By: _____
Jean-Rene Basle, AUTHORITY
Counsel

Date: _____



Parsons
Brinckerhoff
Quade &
Douglas, Inc.

685 East Carnegie Drive
Suite 210
San Bernardino, CA 92408
909-888-1106
Fax: 909-889-1884

PB Project No. 12620C

March 30, 2007

Mr. Abunnasr Husain
San Bernardino Associated Governments
1170 W. Third Street 2nd Floor
San Bernardino, CA 92401-1715

Subject: SR-210 Segment 11 Contract 3 - Amendment No. 6, Part B

Dear Abunnasr:

Attached is our cost estimate and labor hour breakdown for additional work requested by SANBAG associated with combining the SR-210 Segment 11 Contract 3 PS&E with I-215 Segment 5 PS&E. Our understanding of the scope is that PB will prepare a stand-alone 95%, 100%, and final plan set and cost estimate for all work north of the established match line. Preparation of specifications, except for Structure specifications, and other bid related documents will be performed by others. PB will review said documents for compatibility with PB's plans and estimate bid items. Our scope is also based on the following assumptions:

1. Match lines are assumed to be "F" 151+80 and "TW2" 151+50. Some adjustment of these match lines is possible upon further coordination.
2. The mechanics of the revised PS&E packaging will be:
 - a. Update affected plans except for the Stage Construction & Traffic Handling plans to incorporate additional work from I-215 Segment 5 north of match lines and eliminate work south of match lines.
 - b. Update Drainage Report and Storm Water Data Report to incorporate additional work from I-215 Segment 5 north of match lines and eliminate work south of match lines. Other reports will remain as is.
 - c. Prepare independent Structure specifications. No change from original scope, however, some additional coordination will be required.
 - d. Prepare independent engineering estimate. No change from original scope, however, some additional coordination will be required.
3. Goal for 95% PS&E submittal is September 2007.
4. Future submittals of SR-210 Segment 11 Contract 3 and I-215 Segment 5 to Caltrans will be coordinated to be at the same time so reviewers look at the combined package from both firms.
5. Additional coordination effort will be required.



The cost to perform the scope of work described above is summarized as follows:

Traffic / Electrical	\$ 56,627.59
Civil / Highways	\$ 96,450.12
Drainage	<u>\$ 19,007.02</u>
Total	<u>\$ 172,084.73</u>

Should you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in cursive script that reads 'David K. Thomas'.

David K. Thomas
Project Manager
PB Americas, Inc.

cc: Martha Garcia
File



CONTRACT 3 SHELF UPDATE
MANPOWER ESTIMATE - PB
Additional Scope

Item 1 Traffic / Electrical

TASK NO.	ACTIVITY	Project Principal	Project Manager (D. Thomas)	Project Manager (M. Komoto)	Sr. Traffic Engineer (D. Serafica)	Civil Engineer (D. Tohme)	Civil Engineer (C. Runyan)	Roadway CADD (R. Yoshimura)	Roadway CADD (D. Rodriguez)	Engineer (H. Hsia)	PB TOTAL HOURS	PB TOTAL COST	Televent Farradyne
06.13.31	Pavement Detention, Quantities		165.00	151.25	145.48	95.29	80.66	107.11	101.94	86.63	69	8,733.54	
06.13.31	Coordination effort				35			34			8	1,010.36	
06.14.31	Sign Plans, Details, Quantities				71			70			141	17,826.78	
06.14.31	Coordination effort				4			4			6	1,010.36	
06.15.31	Electrical				45			45			90	11,366.55	
06.22.31	ITS										0		
	TOTAL	0	0	0	159	0	0	157	0	0	316	\$ 39,947.59	\$ 16,680.00

Item 2 Civil / Highway

TASK NO.	ACTIVITY	Project Principal	Project Manager (D. Thomas)	Project Manager (M. Komoto)	Sr. Traffic Engineer (D. Serafica)	Civil Engineer (D. Tohme)	Civil Engineer (C. Runyan)	Roadway CADD (R. Yoshimura)	Roadway CADD (D. Rodriguez)	Engineer (H. Hsia)	PB TOTAL HOURS	PB TOTAL COST
06.01.31	Roadway Sheets		16	151.25	145.48	95.29	80.66	107.11	101.94		415	41,259.21
06.05.31	Construction Details Sheets		4			309			90		45	4,566.89
06.06.31	Concrete GR Sheets		16			144			0		160	16,361.76
06.11.31	Utility Plans		2			28			10		40	4,017.52
06.01.31	R/W Requirement Sheets		8			20			12		40	4,449.88
06.01.31	Retaining Wall Sheets		4			16			0		0	2,184.64
0.02	QA/QC		50			50			18		118	14,849.42
06.01.31	Coordination efforts		30			40			0		70	0,761.60
	TOTAL	0	130	0	0	648	0	0	130	0	888	\$ 96,450.12

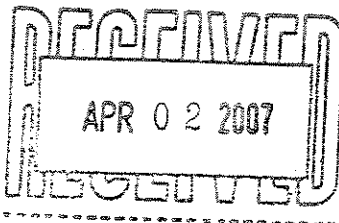
Item 3 Drainage

TASK NO.	ACTIVITY	Project Principal	Project Manager (D. Thomas)	Project Manager (M. Komoto)	Sr. Traffic Engineer (D. Serafica)	Civil Engineer (D. Tohme)	Civil Engineer (C. Runyan)	Roadway CADD (R. Yoshimura)	Roadway CADD (D. Rodriguez)	Engineer (H. Hsia)	PB TOTAL HOURS	PB TOTAL COST	Televent Farradyne
06.07.31	Modification to Drainage Plans & Profiles (D-sheets, DP-sheets)			8	145.48	95.29	80.66		107.11	86.63	84	8,297.28	
06.07.31A	Complete 95% PS&E on-site drainage report.			8			8		20	30	66	6,492.98	
06.07.31A	Revise & Complete 95% SWDR.			12			4			24	40	4,216.76	
	TOTAL	0	0	28	0	0	20	0	0	88	190	\$ 19,007.02	\$ 172,084.73

TOTAL

\$ 172,084.73

ATTACHMENT B



Parsons
Brinckerhoff
Quade &
Douglas, Inc. 685 East Carnegie Drive
Suite 210
San Bernardino, CA 92408
909-868-1106
Fax: 909-889-1884

PB Project No. 12620C

March 30, 2007

Mr. Abunnasr Husain
San Bernardino Associated Governments
1170 W. third Street, 2nd Floor
San Bernardino, CA 92401-1715

Subject: SR-210 Segment 11 Contract 3 - Amendment No. 6, Part A

Dear Abunnasr:

Attached is our cost estimate and labor hour breakdown for additional work requested by SANBAG and other additional work we have identified to be out of scope. The following is a cost summary and description of the additional scope items.

COST SUMMARY:

Item 1	Perform Aerially Deposited Lead (ADL) investigation on I-215 within the project limits.	\$ 18,825.00
Item 2	Perform asbestos investigation for the 27 th Street Overcrossing removal.	\$ 6,474.00
Item 3	Perform additional soil investigation to support retaining wall revisions resulting from flatter slopes.	\$ 13,254.00
Item 4	Perform permeability testing for proposed infiltration basins.	\$ 29,894.00
Item 5	Perform additional design work to upgrade all truss type overhead signs to tubular type on I-215 within the project limits.	\$ 33,944.52
Item 6	Perform additional coordination and design work associated with the Hillwood development adjacent to I-215.	\$ 53,680.23
TOTAL		\$156,071.75

ADDITIONAL WORK DESCRIPTION:

Item 1 – Perform Aerially Deposited Lead (ADL) investigation on I-215 within the project limits.

An ADL investigation was not previously performed on the I-215 within the project limits and is required by Caltrans. SANBAG has requested that this be included in the scope of work to be performed by PB. PB's geotechnical subconsultant Group Delta Consultants, Inc. will perform this work.



Item 2 – Perform asbestos investigation for the 27th Street Overcrossing removal.

An asbestos investigation was not previously performed on the I-215/27th Street Overcrossing and is required by Caltrans. SANBAG has requested that this be included in the scope of work to be performed by PB. PB's geotechnical subconsultant Group Delta Consultants, Inc. will perform this work.

Item 3 – Perform additional soil investigation to support retaining wall revisions resulting from flatter slopes.

Based on discussions with Caltrans regarding new flatter slope requirements, retaining wall limits have been extended to avoid right of way acquisition and maintain 1:4 slopes in lieu of 1:2 slopes. This requires additional foundation investigation to support these retaining wall extensions. PB's geotechnical subconsultant Group Delta Consultants, Inc. will perform this work.

Item 4 – Perform permeability testing for proposed infiltration basins.

Three infiltration basins have been proposed to comply with Caltrans storm water treatment requirements. Infiltration basins are Caltrans preferred treatment BMP which requires analyzing the feasibility of this device prior to considering other options. This analysis requires determination of the permeability of the soil where each basin is proposed. This work was not previously scoped into the work to be performed as can be seen from the absence of geotechnical effort associated with updating the Storm Water Data Report in PB's current contract with SANBAG. PB's geotechnical subconsultant Group Delta Consultants, Inc. will perform this work.

Item 5 – Perform additional design work to upgrade all truss type overhead signs to tubular type on I-215 within the project limits.

SANBAG has requested that all existing truss type overhead signs on I-215 within the project limits be upgraded to tubular type to provide a consistent overhead type sign structures on this route. PB will perform this design work.

Item 6 – Perform additional coordination and design work associated with the Hillwood development adjacent to I-215.

The Hillwood development is located along the west side of the I-215 north of the SR-210. A series of coordination meetings were held with the City, Caltrans, and the developer to work out compatibility issues between the proposed development and proposed freeway improvements and right of way requirements. Additional surveying and design work was also required to develop grading alternatives and analyze a drainage channel. This work was performed by PB and PB's subconsultant Associated Engineers, Inc. and we considered this outside the scope of PB's current contract with SANBAG.



Should you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in cursive script that reads 'David K. Thomas'.

David K. Thomas
Project Manager
PB Americas, Inc.

cc: Martha Garcia
File



Certified MBE

Geotechnical Engineering

Geology

Hydrogeology

Earthquake Engineering

Materials Testing & Inspection

Forensic Services

August 8, 2006

PARSONS BRINCKERHOFF
685 Carnegie Drive, Suite 210
San Bernardino, CA 92408-3507

Attention: Mr. David Thomas

Subject: Scope of Work and Cost Estimate
Additional Investigation
State Route 210, Segment 11 Project
San Bernardino County, California
GDC Project No. I-177

Dear David:

In response to your request, we are pleased to submit this scope of work and cost estimate for the additional investigation of SR 210 Segment 11 in San Bernardino County, California.

Background

The SR 215 and SR 210 interchange reconstruction is part of the Segment 11 of SR 210 project. A GDR and a number of SFRs were prepared by Group Delta Consultants for the project. We are very familiar with the geotechnical issues for this project.

Scope of Work

Based on your request following is a list of the tasks:

1. ADL investigation for I-215 from SR-210 to University Street
2. Foundation Study (one mile new soundwall on edge of shoulder adjacent to golf course)
3. Foundation study (revised retaining walls)
4. Asbestos investigation for 27th Street OC removal

AERIAL DEPOSITED LEAD (ADL)

GDC will perform ADL studies for this segment. Following is our brief description of our tasks.

Task I – Pre-Field Activities

We will prepare a Health and Safety and Work Plan for field activities. The Health and Safety Plan includes guidelines for the use of personal protective equipment and sampling procedures. The work plan will include procedures of sampling and laboratory analysis.

Task II – Soil Sampling

42 Hand auger borings will be used to collect samples at 6-inch and 12-inch depth for preliminary testing. The borings will backfilled with cuttings generated from the hand auger activities.

Task III – Laboratory Analysis

The samples will be extracted using EPA Test Method 3050B and analyzed for total lead using EPA Test Method 6010B.

After the analysis, selected samples with high lead concentration may be re-tested for soluble lead by extracting using EPA Test Method 3010B and analyzed for soluble lead EPA Test Method 6010B and the standard Waste Extraction Test (WET) to determine STLC and TCLP.

Task IV – Report Preparation

GDC will prepare a Preliminary ADL report. Our report will document field and laboratory procedures and provide a preliminary assessment of lead contamination.

Foundation Study (soundwall and retaining walls)

Our field program will consist of 10 borings for the soundwall and 3 borings for the retaining walls (20 to 40 feet deep). Relatively undisturbed (SPT and Rings) and bulk samples of representative soil layers will be obtained at appropriate depth intervals (typically 5 feet). We will prepare a proposed boring location plan for review and approval by Caltrans. We are experienced in working with Caltrans and City Public Works Departments in obtaining the necessary permits for the field exploration program. The field program will be carefully planned and



coordinated with Caltrans / City agencies to minimize any impact on the flow of traffic, and to maintain proper safety precautions. We have assumed that no hazardous materials are present at the site.

Our laboratory-testing program will be aimed at evaluating the engineering and chemical (corrosion) properties of the site soils. The exact scope of the laboratory program will depend on the soil conditions encountered during our field exploration. However, for planning purposes, we have considered the following types of tests:

- In Situ Moisture Content and Density
- Direct Shear
- Grain Size Analyses
- Atterberg Limits
- Soluble Sulfate Content, pH

The results of the field, laboratory, geologic and engineering evaluations will be presented in an appropriately illustrated report. The report will contain a project and site description, discussions of the geologic and seismic setting, summary of engineering studies, recommendations and conclusions pertaining to the design and construction of the proposed project, plus logs of the field explorations and laboratory test results. We will also provide LOTBs for the walls.

Our recommendations will address the following:

- Earthwork criteria (clearing, grubbing, subgrade preparation, excavation, fills).
- Lateral earth pressures for retaining wall design.
- Recommendations for passive resistance for selection of the standard soundwall drilled piles.
- Allowable bearing pressure for Caltrans Standard CIP wall design.
- Evaluation of soil corrosivity with respect to steel and concrete.

Schedule

We can start the work within one week of your authorization to proceed. Obtaining a Caltrans drilling permit can take up to four weeks. We anticipate that the fieldwork can be completed within one week after receiving the Caltrans permit. Laboratory testing of the soil samples collected can take up to three weeks. Our report will be submitted three week after receiving the results of the laboratory tests. Our final report can be completed within two weeks of receipt of all comments.



Asbestos investigation for 27th Street OC removal

Scope and budget will be submitted later.

Fees

Our fee will be based on cost plus fixed fees in accordance with our contract rates. We estimate the cost will be:

ADL investigation

18,825 DKT
\$ 22,043

Foundation Study (one mile new soundwall)

~~\$ 17,815~~ DKT

Foundation study (revised retaining walls)

\$ 13,254

Asbestos investigation for 27th Street OC removal

(Budget for this task will be submitted later)

We will not exceed these fees unless we encounter significant unexpected problems; or scope changes, in that event, we will discuss the situation with you before incurring any additional cost. Details are provided in the attached Table 1.

The above fee estimate covers services provided through the completion of our report. Supplemental post-report services will be provided, as needed, on a time and materials basis in accordance with our standard Schedule of Fees in effect at the time the work is performed. Geotechnical services that we typically provide after the submittal of our report include design-phase consultations and meetings, review of foundation and grading plans, responses to questions from local regulatory agencies, as well as field observation and soil testing services during construction. Budgets for such services can be presented as the project progresses.

SUPPORT NEEDED FROM CLIENT

The schedule and budget estimate presented above is based on the understanding that you will provide the following support prior to start of field work:

- Site plan and/or topographic map
- Underground utility plans
- Proposed wall plans
- Permit Fees

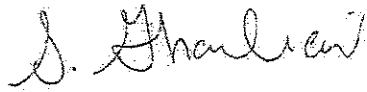


CONCLUDING REMARKS

Please feel free to call us if you have any questions on the contents of this proposal.

If you accept the terms of this proposal and you wish us to perform the proposed services, please document your authorization to proceed by returning a countersigned copy of this letter or issuing some other type of written authorization.

Sincerely,
GROUP DELTA CONSULTANTS, INC.



Shah Ghanbari, P.E.
Chief Operating Officer

The undersigned, being duly authorized, hereby accepts and specifically agrees to be bound by the above document and exhibits attached hereto, and authorized Group Delta Consultants, Inc. to undertake the items of work described in the above document.

AGREED TO THIS _____ DAY OF _____, _____.

SIGNATURE _____

NAME _____

TITLE _____



TABLE 1 - COST ESTIMATE
SR 210 - Segment 11 - San Bernardino

Task No.	TASK DESCRIPTION Hourly Rate (Contract Rate)	PERSONNEL HOURS							TOTALS					
		Principal	Associate	Senior	Project	Staff	Field/Lab Technician	Illustrator/Drafting	Chief of Support	LABOR	EQUIP/LAS	OUTSIDE EXPENSES	SUB CONTRACTS	Total ODC's
	TASK NAME													
	Field Investigation ADK													
	Health and Safety Plan													
	Permit													
	Hand Auger Readings and Sample													
	Laboratory Testing													
	Soils Reduction and Analysis													
	Report													
	Response to Comments and Final report													
	Sub-Total													
	Foundation Investigation (Soundwalls)													
	Field Investigation													
	Mark Boring, Clear Utilities & Permit													
	Drilling and Sampling													
	Traffic Control													
	Laboratory Testing													
	Data reduction and analysis													
	Report													
	Response to Comments and Final report													
	Sub-Total													
	Foundation Investigation (Retaining Walls)													
	Field Investigation													
	Mark Boring, Clear Utilities & Permit													
	Drilling and Sampling													
	Traffic Control													
	Laboratory Testing													
	Data reduction and analysis													
	Report													
	Response to Comments and Final report													
	Sub-Total													
	Asbestos (27th Street DC Removal)													
	Will be submitted later													
	Sub-Total													
	TOTAL													

Notes:

GROUP DELTA CONSULTANTS, INC.

cost.xls Cost

8/8/2000



Certified MBE

Geotechnical Engineering

Geology

Hydrogeology

Earthquake Engineering

Materials Testing & Inspection

Forensic Services

August 16, 2006

PARSONS BRINCKERHOFF
685 Carnegie Drive, Suite 210
San Bernardino, CA 92408-3507

Attention: Mr. David Thomas

Subject: Scope of Work and Cost Estimate
Additional Investigation – Asbestos Survey
State Route 210, Segment 11 Project
San Bernardino County, California
GDC Project No. I-177

Dear David:

In response to your request, we are pleased to submit this scope of work and cost estimate for the asbestos survey for 27th Street Overcrossing removal as part of the SR 210 Segment 11 in San Bernardino County, California. This task will be performed by our subcontractor Panacea, Inc.

It is our understanding that the survey has been requested to provide information regarding the potential presence and location of asbestos-containing materials (ACMs) as part of the planned demolition of the bridge.

OBJECTIVE

The objective of the work summarized in this proposal was to assess the likelihood that asbestos is present in concentrations greater than 1 percent in suspect, accessible construction materials.

TECHNICAL APPROACH

Our technical approach and the scope of work for the asbestos survey will include the following three tasks:

TASK 1 - REVIEW BRIDGE PLANS AND PREPARE BASE MAPS

We will use existing bridge plans as base maps documenting our survey findings.

TASK 2 - SITE RECONNAISSANCE AND SAMPLING STRATEGY

We propose to conduct a site reconnaissance to identify the locations of potential ACMs. The reconnaissance will be performed by a California Division of Occupational Safety and Health Certified Asbestos Consultant (CAC) and/or Certified Site Surveillance Technician (CSST) working under the direction of the CAC. We will obtain a Caltrans permit prior to our sampling.

Bulk samples of suspect accessible construction materials will be collected by the asbestos consultant, and submitted to an independent laboratory for analysis using polarized light microscopy (PLM) (U.S. Environmental Protection Agency [EPA] Method - 600/R-93-116). The laboratory used will be accredited by the National Voluntary Laboratory Accreditation Program.

This survey will be performed in general accordance with the standard procedures recommended by the EPA to perform asbestos surveys. The EPA sampling method to be used in this survey is based on the statistical probability that construction materials similar in color and texture contain similar amounts of asbestos. In areas where the material appears to be homogeneous in color and texture over a wide area, bulk samples will be collected at discrete locations. In unique or nonhomogeneous areas, discrete samples of potential ACMs will be collected.

TASK 3 - DATA EVALUATION AND REPORT PREPARATION

After the data have been gathered, they will be evaluated for technical accuracy and uncertainty. One report will be prepared to summarize the survey findings. The report will include figures showing the sample collection locations and summary tables that list the description of materials sampled, sample locations, laboratory analysis results, and comments.

ESTIMATED COST

Our fee will be based on cost plus fixed fees in accordance with our contract rates. We estimate the cost will be \$7,400. We will not exceed these fees unless we encounter significant unexpected problems; or scope changes, in that event, we will discuss the situation with you before incurring any additional cost. Details are provided in the attached Table 1.



Representative bulk will be collected by removing a small portion of the selected material. In some cases, materials may be removed to access or check for potential ACMs behind them. Although care will be taken during survey, the repair for the portions of materials removed from the onsite is outside the scope of work presented in this proposal.

The above fee estimate covers services provided through the completion of our report. Supplemental post-report services will be provided, as needed, on a time and materials basis in accordance with our standard Schedule of Fees in effect at the time the work is performed.

SCHEDULE

The work described herein is anticipated to be completed in approximately 3 to 5 weeks from the scheduled survey date. Verbal laboratory analysis results of the samples collected can be provided within 3 working days after the collection of the bulk samples, based on the review and availability of the laboratory analysis results.

SUPPORT NEEDED FROM CLIENT

The schedule and budget estimate presented above is based on the understanding that you will provide the following support prior to start of field work:

- Site plan and/or topographic map;
- Existing and proposed plans; and
- Permit Fees

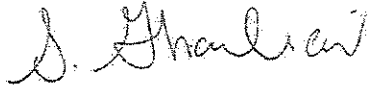
CONCLUDING REMARKS

Please feel free to call us if you have any questions on the contents of this proposal.



If you accept the terms of this proposal and you wish us to perform the proposed services, please document your authorization to proceed by returning a countersigned copy of this letter or issuing some other type of written authorization.

Sincerely,
GROUP DELTA CONSULTANTS, INC.



Shah Ghanbari, P.E.
Chief Operating Officer

Attachment:
Table 1 Cost Estimate

The undersigned, being duly authorized, hereby accepts and specifically agrees to be bound by the above document and exhibits attached hereto, and authorized Group Delta Consultants, Inc. to undertake the items of work described in the above document.

AGREED TO THIS _____ DAY OF _____, _____.

SIGNATURE _____

NAME _____

TITLE _____



TABLE 1 - Revised COST ESTIMATE (asbestos Survey-27th Street Overcrossing removal)
SR 210 - Segment 11 - San Bernardino

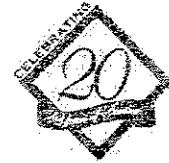
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DK
46,498

Notes



February 5, 2007



PB Americas, Inc.
685 East Carnegie Drive, Suite 210
San Bernardino, CA 92408-3507

Certified MBE

Attention: Mr. David Thomas

Geotechnical Engineering

Subject: Geotechnical Investigation for three Infiltration Basins
State Route 210, Segment 11 Project
City of San Bernardino, California
GDC Project No. I-177

Geology

Hydrogeology

Earthquake Engineering

Materials Testing & Inspection

Forensic Services

Dear David:

At your request we have prepared a scope of work and cost estimate for performing field permeability testing at three Infiltration basins. The scope of work and cost estimate is attached. Group Delta completed a similar investigation for six basins in 2003.

We appreciate the opportunity to continue our work on this important project. If you have any questions or require additional information, please call us at 949-609-1020.

Very truly yours,

GROUP DELTA CONSULTANTS, INC.

Shah Ghanbari, P.E.
President

**Proposal for Geotechnical Investigation
Three Infiltration Basins
State Route 210, Segment 11 Project
City of San Bernardino, California
GDC Project No. I-177**

Project Description

We understand that infiltration basins are proposed at three new locations at the site of the SR 210 Segment 11 project in the City of San Bernardino, California. The locations of the basins are shown in Figure 1. GDC conducted a similar study for six basins previously. The location of the previous basins and the new proposed basins are shown in Figure 2.

Scope of Work

General

The geotechnical investigation will be performed in general accordance with the requirements of the Appendix B, Approved Treatment BMPs, Caltrans Storm Water Quality Handbooks, Project Planning and Design Guide, September 2002, pages B-9 through B-13.

Field Exploration Program

Initial Geotechnical Investigation

Initial geotechnical investigation required for the site selection consists of Part A: Determination of groundwater, and Part B: Determination of soil classification, pH, organic content, and cation exchange capacity, and clays/silt fraction. The existing data provides adequate information for Part A; the groundwater at the site is deeper than 45 m and is not an issue for the selection of the Basins.

Detailed Field Investigation

Part A: Detailed Subsurface Investigation

Due to the presence of deep borings at the two of the three sites, we believe that no additional borings will be needed at two basins. No borings are present at one location (Basin Location 9). Detailed subsurface investigation will be performed at one site only. One boring will be drilled to 8-m depth at the Site (basin 9) where no existing boring is present. Samples will be obtained at 1.5 m intervals to the depth of 8 meters. Extra samples will be obtained in the zone of 2 m below the basin invert. Bulk samples will be collected in the 0-2 m depth zone to perform



laboratory testing required for Initial Investigation. All drilling will be performed by hollow stem auger rig.

We have assumed that the boring locations are readily accessible and can be reached by conventional drilling equipment. Following completion of borings, the boreholes will be backfilled with excavated soils, and the surface patched with asphalt, where pavement is present.

The field program will be carefully planned and coordinated with each appropriate agency to provide acceptable traffic control, as needed, and minimize any impact on the flow of traffic in the work area.

Laboratory Testing Program

A laboratory testing program will be performed to evaluate the physical properties and engineering characteristics of the subsurface materials encountered. The testing program will include moisture content and dry density tests, grain size analysis, pH, organic content, cation exchange capacity, and laboratory permeability tests.

Part B: In-hole Infiltration Rate Testing

The in-hole permeability testing will be performed by the falling head permeability test as described in the Groundwater Manual, U.S. Bureau of Reclamation. A total of two locations will be tested at each basin locations. The zone of the testing will be between the bed of the infiltration basin and a depth of 2.3 meters. A 250 mm hollow stem auger boring will be drilled to a depth of 2.3 m below the elevation of the basin. The bottom 0.3 m of the boring will be sealed with bentonite chips. A 100 mm perforated pipe will be placed in the hole in the zone of interest (2 m below the bottom of the basin elevation) and a solid casing will be continued to the ground surface. The zone above the perforated casing is also sealed with bentonite. The zone between the perforated casing and boring will be filled with gravel. The well will be presaturated 24 hours before the test and the test will be performed by filling the well with water and recording the level with time. Two tests will be performed at each location. The lowest permeability rate will be reported.

Engineering Analyses and Report

Based on the findings from our field and laboratory programs, we will report the results of the geotechnical field and laboratory testing for design of the infiltration basins. We will summarize our findings and recommendations in a final report, which will include:

- Plot plan, showing the site area, and the location of our explorations;



- Logs of each boring, including a description of the subsurface soil and groundwater conditions encountered;
- Discussion and recommendations concerning:
 - Site preparation, including demolition of pavements, and
 - Excavation of the infiltration basins; and
 - Soil design parameters, such as clay and silt percentage, laboratory and field permeability test results.

Schedule

We are prepared to begin our work upon receipt of your authorization to proceed. We anticipate that about one (1) week will be required to complete utility clearances and approval for our drilling program. Encroachment permits for drilling may take 3 to 4 weeks. The field program should be completed in 3 working days. The laboratory program will require about two (2) weeks to complete, following the completion of the field program. A draft report can be submitted within four weeks of completion of the testing program. Our final report will be submitted within one (1) week following receipt of review comments.

We will plan to provide preliminary information and recommendations as they are developed, to assist in maintaining your schedule.

Costs

DKT
\$29,894. -

Our proposed cost estimate for the scope of work described above for one boring for one site only and two infiltration tests per site (3 sites) is ~~\$29,998~~. A detailed breakdown is presented in Table 1. We assumed that all the work will be performed at the same time and one report is prepared.

These estimates assume that no hazardous materials are present at the sites and the sites are accessible to a drill rig. These costs are through the completion of our report.

Geotechnical services that we typically provide after the submittal of the report include design-phase consultation, meetings, review of foundation and grading plans, responses to questions from local regulatory agencies or designers, as well as field observation and soil testing services during construction. Budgets for such services can be presented as the project progresses.

Support Needed From Client

The schedule and budget estimate presented are based on the understanding that you will provide the following support in a timely manner:



- Topographic plans showing the site topography and proposed improvements;
- Plans for existing underground utilities;
- Coordination with Caltrans for right of entry, permits, and fees.

Concluding Remarks

The following Table and Figure are included and complete this proposal.

Table 1	Cost Estimate
Figure 1	Proposed Infiltration Basin Location
Figure 2	Basin Location Map

If you accept the terms of this proposal and you wish us to perform the proposed services, please document your authorization to proceed by returning a countersigned copy of this letter or issuing some other type of written authorization.

The undersigned, being duly authorized, hereby accepts and specifically agrees to be bound by the above document and exhibits attached hereto, and authorizes Group Delta Consultants, Inc. to undertake the items of work described in the above document.

AGREED TO THIS _____ DAY OF _____, 2007.

SIGNATURE _____

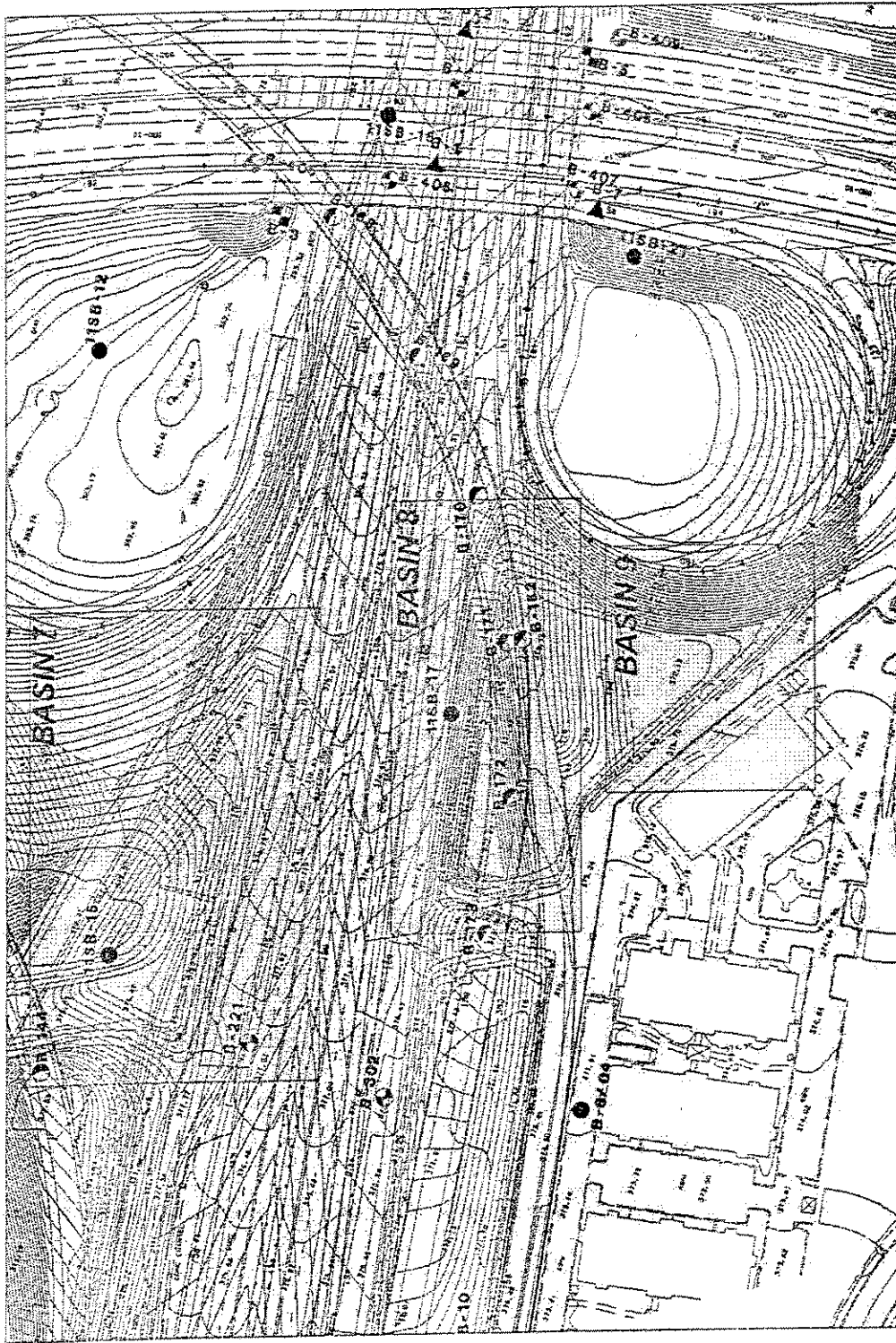
NAME _____

TITLE _____



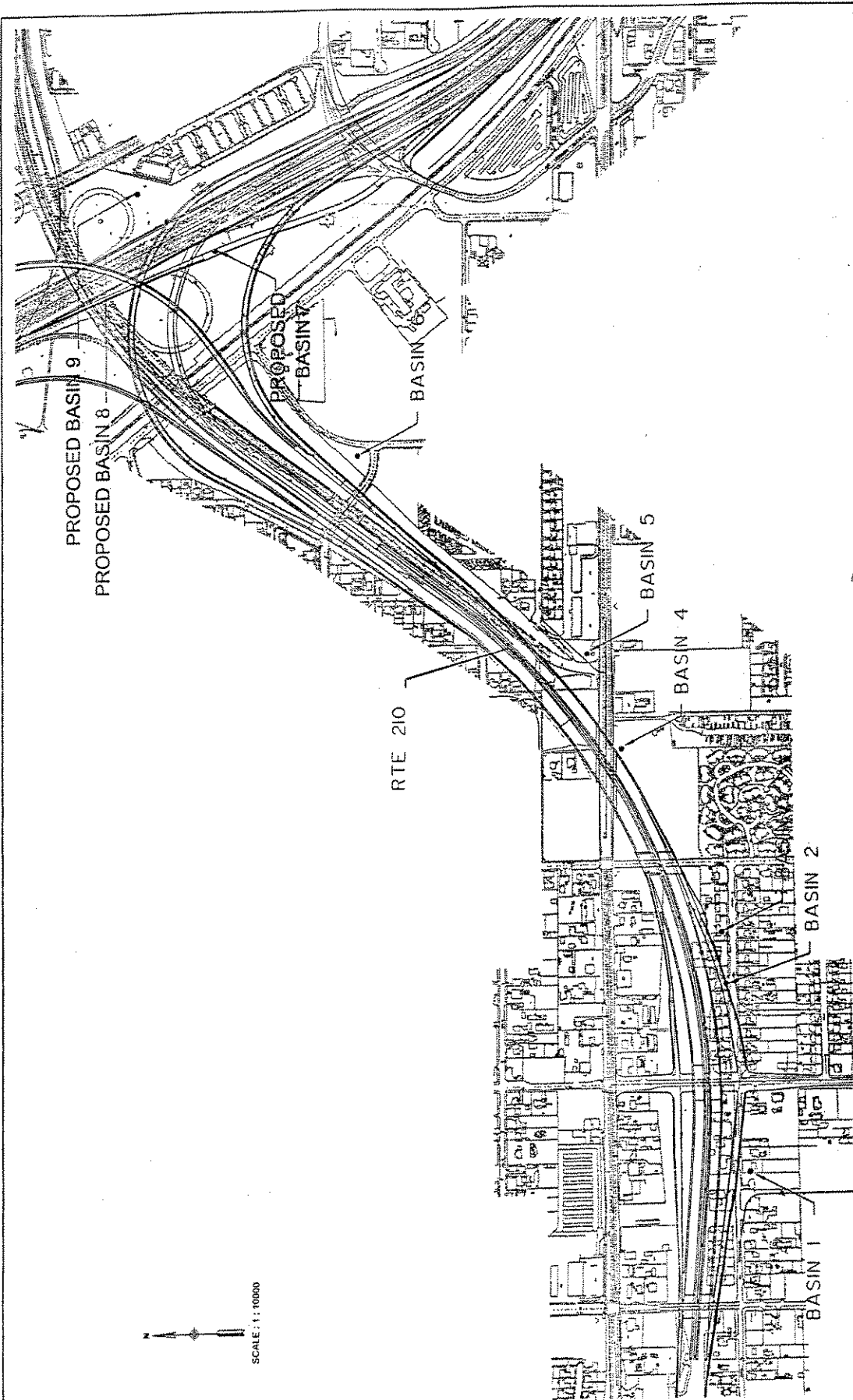
COST ESTIMATE
SR 210 Segment 11
3 Infiltration Basins (2 Borings for One Site Plus Total of 6 Infiltration Tests for The 3 Basins)

\$4,056
\$1,704 ✓
-3822-518 DK
-925,334 DKT
829,894.-




Not to Scale

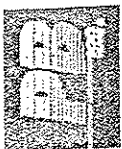
GDC Project No. I-177
 Route 210, Segment 11
 Infiltration Basins
 Proposed Infiltration Basins
 Figure 1



SCALE : 1 : 10000

	GROUP DELTA CONSULTANTS, INC. ENGINEERS AND GEOLOGISTS 92 ARGONAUT, SUITE 100 ALISO VIEJO, CA 92656 (949) 609-1020	FIGURE NUMBER 2
PROJECT NAME ROUTE 210, SEGMENT 11 INFILTRATION BASINS	PROJECT NUMBER 1-177	BASIN LOCATION MAP

NOTE: BASINS 1 THROUGH 6 WERE TESTED BY GDC IN 2003



SR-210 SEGMENT 11
CONTRACT 3 SHELF UPDATE
MANPOWER ESTIMATE - PB
Additional Scope

ITEM 5

TASK NO.	ACTIVITY	Project Principal	Project Manager (D. Thomas)	QA/QC Support	Sr. Traffic Engineer (D. Sarafraz)	Civil Engineer (D. Tahir)	Junior Engineer (D. Kulkarni)	Junior Engineer (V. Sanghal)	Roadway CADD (R. Yoshimura)	Proj Ctlr Support	Proj Admin Support	PB TOTAL HOURS	PB TOTAL COST
06	Milestone 6 (95% PS&E)											83	11,366.00
06.14.32	Upgrade Sign Design (lubular)				60				20			104	14,133.64
06.14.33	No State Furnished Sign Plans				72				28			187	26,493.64
	TOTAL - Milestone 6	0	7	0	132	0	0	0	48	0	0		
07	Milestone 7 (100% PS&E)											29	3,931.48
07.14.32	Upgrade Sign Design (lubular)				20				8			33	4,513.40
07.14.33	No State Furnished Sign Plans				24				8			62	8,444.88
	TOTAL - Milestone 7	0	2	0	44	0	0	0	16	0	0		
	TOTAL	0	9	0	176	0	0	0	64	0	0	243	33,944.82

ITEM 6

TASK NO.	ACTIVITY	Project Manager (D. Thomas)	Sr. Traffic Engineer (D. Sarafraz)	Project Engineer (D. Tahir)	Junior Engineer (D. Kulkarni)	Roadway CADD (D. Rodriguez)	Drainage Lead Engineer (M. Kondo)	Drainage Engineer (C. Runyan)	Drainage Engineer (H. Hata)	PB TOTAL HOURS	PB TOTAL COST	Survey (Associated)
00.01	Additional work due to Hillwood development											
06.01.31	Project Management	188.00	148.48	98.28		101.94	181.26	80.86	86.63	20	\$2,602.90	
06.01.31	Roadway Sheets	10	10	10		16				236	\$23,291.94	
06.02.31	Supplemental Survey									0	\$0.00	\$6,919.81
06.06.31	Contour Grading Sheets	4		50		6				60	\$15,276.14	
06.07.31A	Drainage Reports	2					36	20	20	134	\$14,829.44	
	Subtotal	26		270		78	36	20	20	460	\$46,760.42	\$6,919.81
	TOTAL											\$63,680.23



Associated Engineers, Inc. CONSULTING CIVIL ENGINEERS

3311 E. SHELBY STREET, ONTARIO, CA 91754-4872

(909) 980-1982 FAX (909) 941-0891

To: Mr. David Thomas

Project Manager

PBQ&D

685 E. Carnegie Drive, Suite 210

San Bernardino, CA 92408

Date: November 30, 2006

SANBAG Contract No. 04-006

PBQD Project #: 12620B

AE Project #: 98-129

Invoice #: 51172

REFERENCE: SR210, Segment 11 - Contract 3

For professional and or technical engineering services rendered in accordance with the terms and conditions of the SANBAG Contract No. 1, Job No. 99268 dated May 12, 1999.

This invoice covers the period from: October 01, 2006 through October 31, 2006

TOTAL CONTRACT AMOUNT	\$52,446.65
TOTAL AMOUNT AUTHORIZED	\$52,446.65
PREVIOUSLY BILLED	\$39,666.89
A. Utilities Update (research, field verify & mapping)	\$5,704.31
B. SB I-15 topo mapping beyond RW	\$6,919.81
CURRENT PERIOD	\$12,624.12
REMAINING CONTRACT BALANCE	\$155.64
REMAINING BALANCE (AMOUNT AUTHORIZED)	\$155.64
AMOUNT OF THIS INVOICE	\$12,624.12

APPROVALS:


James Elliott
Project Manager

David Thomas
Project Manager

11-30-2006
Date

Date

PLEASE INDICATE ON PAYMENT: PROJECT #, INVOICE #, AND REMIT TO:

ASSOCIATED ENGINEERS, INC.
3311 East Shelby Street
Ontario, CA 91764

PLANNING

DESIGNING

SURVEYING

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 10

Date: May 2, 2007

Subject: Amendment No. 1 to Contract R07151 between the BNSF Railway Company, the City of San Bernardino, the County of San Bernardino and the San Bernardino Associated Governments (SANBAG) for construction and maintenance of a new grade separation at State Street/University Parkway

Recommendation:* Approve Amendment No. 1 to Construction and Maintenance Agreement R07151 between BNSF Railway Company, the City of San Bernardino, the County of San Bernardino and SANBAG modifying contract language related to the BNSF contribution towards funding the project as outlined in the Financial Impact Section.

Background: The State Street/University Parkway Grade Separation project is one of five grade separation projects funded by AB 2928 funding (TCRP). In January 2007 the Board approved Contract R07151, an agreement in which specifies that BNSF will make a 10% contribution towards the project upon completion of construction. The agreement also specifies that SANBAG will construct the new grade separation over BNSF property and will then transfer the completed project to the City and County of San Bernardino. Provisions are set forth detailing responsibilities for SANBAG during construction and responsibilities between the City and County of San Bernardino for ongoing maintenance of the bridge and the attachments to the bridge, such as lighting after construction is complete.

Approved
Board of Directors

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

Caltrans staff supports the Public Utilities Commission Railroad grade separation program and during their review of the originally approved agreement, they identified a contract language issue that they deemed unacceptable and would not recommend a PUC allocation of funds without a change in the language. The language change does not affect the BNSF contribution to the project nor does it have any other financial impact. The minor modifications are removing the phrase "not to exceed" in front of the BNSF contribution of \$1,884,281 and inserting the phrase "pursuant to applicable law."

Financial Impact: This action has no financial impact as this amendment simply removes the words "not to exceed" but maintains the exact same contribution of \$1,884,281 by BNSF to SANBAG upon completion of the project. TN 87107000

Reviewed By: This item was reviewed and unanimously recommended for approval by the Major Projects Committee on April 12, 2007. The item has been reviewed by Counsel. *(Meeting chaired by John Pomierski)*

Responsible Staff: Darren Kettle, Director of Freeway Construction

SANBAG Contract No. R07151-01

by and between

San Bernardino County Transportation Authority

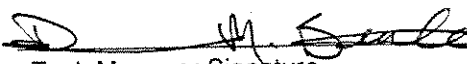
and


BNSF Railway Company

for

Construction and Maintenance Agreement for State Street/University Parkway Grade Separation

FOR ACCOUNTING PURPOSES ONLY				
<input checked="" type="checkbox"/> Payable	Vendor Contract # _____	Retention:	<input type="checkbox"/> Original	
<input checked="" type="checkbox"/> Receivable	Vendor ID _____	<input type="checkbox"/> Yes _____ % <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Amendment	
Notes:				
Original Contract:	\$ <u>1,079,621</u>	Previous Amendments Total:	\$ _____	
		Previous Amendments Contingency Total:	\$ _____	
Contingency Amount:	\$ _____	Current Amendment:	\$ <u>0.00</u>	
		Current Amendment Contingency:	\$ <u>0.00</u>	
Contingency Amount requires specific authorization by Task Manager prior to release.				
Contract TOTAL →				\$ <u>1,079,621</u>
↓ Please include funding allocation for the original contract or the amendment.				
<u>Task</u>	<u>Cost Code</u>	<u>Funding Sources</u>	<u>Grant ID</u>	<u>Amounts</u>
87109	5554	BNSF	_____	\$ <u>1,884,281R</u>
87107	5554	TCRP	_____	\$ <u>160,000P</u>
87108	5554	TCRP	_____	\$ <u>444,660P</u>
87109	5554	TCRP	_____	\$ <u>200,000P</u>
Original Board Approved Contract Date: <u>1/3/07</u>		Contract Start: <u>1/3/07</u>		Contract End: <u>6/30/09</u>
New Amend. Approval (Board) Date: <u>5/2/07</u>		Amend. Start: <u>5/2/07</u>		Amend. End: <u>6/30/09</u>
If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:				
Approved Budget Authority →	Fiscal Year: <u>06/07</u> \$ <u>160,000</u>	Future Fiscal Year(s) – Unbudgeted Obligation →		\$ <u>644,660</u>
Is this consistent with the adopted budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No				
If yes, which Task includes budget authority? <u>871</u>				
If no, has the budget amendment been submitted? <input type="checkbox"/> Yes <input type="checkbox"/> No				
CONTRACT MANAGEMENT				
Please mark an "X" next to all that apply:				
<input checked="" type="checkbox"/> Intergovernmental	<input checked="" type="checkbox"/> Private	<input type="checkbox"/> Non-Local	<input type="checkbox"/> Local	<input type="checkbox"/> Partly Local
Disadvantaged Business Enterprise: <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes _____ %				
Task Manager: Darren Kettle			Contract Manager: Dennis Saylor	

 4-5-07
Task Manager Signature Date

 4/12/07
Chief Financial Officer Signature Date

 4/12/07
Contract Manager Signature Date

Filename: R0715101css-das.doc

SUPPLEMENTAL AGREEMENT

BNSF File No. 026106V
State Street/University Parkway
Grade Separation
U.S. D.O.T. No. 026106V

This SUPPLEMENTAL AGREEMENT is executed to be effective as of this _____ day of _____, 2007 ("Effective Date"), by and between BNSF RAILWAY COMPANY, a Delaware corporation ("BNSF"), the CITY OF SAN BERNARDINO, a body corporate and politic of the State of California ("CITY"), the COUNTY OF SAN BERNARDINO, a body corporate and politic of the State of California ("COUNTY"), and the SAN BERNARDINO ASSOCIATED GOVERNMENTS, a body corporate and politic of the State of California, hereinafter referred to as ("SANBAG").

RECITALS:

BNSF, City, County and SANBAG are parties to an agreement "Overhead Agreement", dated January 9, 2007, identified in BNSF's records as BNSF Contract No. BE 1942, which covers the construction of the State Street/University Parkway Grade Separation over and across BNSF's "Rail Corridor" and tracks in the City and County of San Bernardino, California.

The parties hereto are in agreement to the supplementing of the Overhead Agreement as follows:

AGREEMENT

IN CONSIDERATION of the premises, it is mutually agreed that the Overhead Agreement is hereby supplemented and amended as follows:

1. Article V, Section 9 of the Agreement is amended to read as follows:

BNSF's share of the Estimate Cost, hereinafter referred to as "BNSF's Share", shall be an amount of \$1,884,281. This amount shall constitute BNSF's contribution pursuant to applicable law towards project costs including Project construction costs. BNSF's share has been determined to be 10% of the calculated amount of the Project that is apportioned to BNSF being 69% of the Estimated Cost in the amount of \$27,195,700.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed and attested by its duly qualified and authorized officials as of the day and year first above written.

BNSF RAILWAY COMPANY

By: _____
Printed Name: Greg Fox
Title: Vice President Engineering

WITNESS:

[Signatures continued next page]

CITY OF SAN BERNARDINO

By _____
Patrick J. Morris
Its _____
Mayor

APPROVED AS TO FORM:

James F. Penman, City Attorney

By: _____

Date: _____

COUNTY OF SAN BERNARDINO

By _____
Paul Biane, Chairman
Board of Supervisors

**SIGNED AND CERTIFIED THAT A COPY
OF THIS DOCUMENT HAS BEEN DELIVERED
TO THE CHAIRMAN OF THE BOARD**

Dena Smith, Clerk of the Board
of Supervisors

By: _____
Deputy

APPROVED AS TO LEGAL FORM

Charles Scolastico, County Counsel
San Bernardino County, California

By: _____
Deputy

Date: _____

SAN BERNARDINO ASSOCIATED GOVERNMENTS

By: _____
Printed Name: _____ Dennis Hansberger
Title: _____ President - Board of Directors

APPROVED AS TO FORM:

Jean-Rene Basle
SANBAG Counsel

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 11

Date: May 2, 2007

Subject: Methodology for Selection of Railroad Grade Separation Projects for Project Development Funding

*Recommendation:**

1. Approve the methodology for selecting railroad grade separation projects for project development funding
2. Direct staff to return with a recommended list of grade separation projects for funding of project development

Background: On April 4, 2007, the SANBAG Board approved a loan of Measure I Valley Major Projects Funds to fund project development for up to five railroad grade separation projects to be repaid from Measure I 2010-2040 Valley Arterial Funds. This addresses a critical need to develop a shelf-ready set of grade separation projects to take advantage of the funding that is expected to become available from the Trade Corridor Investment Fund (TCIF) and the Highway-Railroad Crossing Safety Account of Proposition 1B. In this item, staff requests approval of a process and methodology to select the next tier of railroad grade separation projects for development through use of the loaned funds.

The first series of grade separation projects to which state Traffic Congestion Relief Program (TCRP), federal Congestion Mitigation/Air Quality (CMAQ), and SAFETEA-LU funds were allocated includes: Ramona Avenue, Monte Vista Avenue, Milliken Avenue, State Street/University Pkwy, and Hunts Lane. Ramona and State/University will start construction in the next several months, and the remaining three projects are well into final design. Four of the five projects are fully funded through construction utilizing the above funds, other

Approved
Board of Directors

Date:

Moved: Second:
In Favor: Opposed: Abstained:

Witnessed: _____

federal funds, Public Utilities Commission Funds, and railroad contributions. Milliken Avenue is partially funded.

SANBAG's Inland Goods Movement Corridor Study: Rail Crossing Improvement Plan, completed in 2000, identified first tier (which included the five projects listed above) and second tier grade separation projects, as well as other rail crossings in need of safety improvement. This information was incorporated into the Alameda Corridor East (ACE) Trade Corridor Plan of 2001, which provided comparable information for all 130 ACE grade separation projects in Los Angeles, Orange, Riverside, and San Bernardino Counties. The ACE Trade Corridor Plan was updated in 2006, with emphasis on an update of the cost estimates. A listing of the updated costs and possible implementation schedules for grade separation projects in San Bernardino County is provided as Attachment 1. The list is not in priority order. A full re-evaluation of the delay analysis (which was used in the prioritization of projects for the 2001 ACE Trade Corridor Plan) was not conducted in the 2006 update.

Staff proposes the following process and methodology to select the five grade separations for development through use of the loaned Measure I dollars:

1. Solicit candidate grade separation projects from local jurisdictions in the Valley that may be amenable to project development in the near future. (Note: staff recognizes that important grade separation projects exist outside the Valley, but this program is limited to Valley projects because of the source of the available funds). SANBAG staff may propose candidate projects in addition to those proposed by local jurisdictions based on available information in the 2001 and 2006 ACE Trade Corridor Plans.
2. Update the analysis of existing and forecast grade crossing delays for these projects based on existing and forecast traffic and train volumes, using the delay estimation methodology applied in the 2001 ACE Plan.
3. Combine the delay analysis with information on:
 - potential safety benefits,
 - potential noise reduction benefits,
 - level of complexity of the environmental process,
 - anticipated construction timeline,
 - local jurisdiction commitment to fund their fair share of project development activities,
 - availability of alternate project development funding, and
 - geographic balance.

Fair share amounts are identified in the SANBAG Development Mitigation Nexus Study. Geographic balance across the Valley is also expected to be a consideration.

4. Identify the top five projects based on a combination of the above factors. SANBAG staff proposes to enlist a volunteer subgroup of the Comprehensive Transportation Plan Technical Advisory Committee to assist in this phase of the process. It is not anticipated that the projects will be prioritized within the top five.

In addition to approval of the above methodology framework, direction is requested that SANBAG staff return with a recommended list of projects for project development funding. It is anticipated that this process will require approximately three months.

Financial Impact: This item has no significant impact on the SANBAG budget.

Reviewed By: This item was reviewed and unanimously recommended for approval by the Plans and Programs Committee on April 18, 2007. *(Meeting chaired by Paul Eaton)*

Responsible Staff: Steve Smith, Principal Transportation Analyst
Ty Schuiling, Director of Planning and Programming

ALAMEDA CORRIDOR-EAST TRADE CORRIDOR PLAN

San Bernardino County Improvement Plan

Total costs include 1.6x escalation over costs in 2001 plan

Project Description	Total Project Cost In \$ Million	SCHEDULE							
		Prelim. Design/ Environmental		Final Design		Right-of-Way		Construction	
		Time Frame	Est. Cost	Time Frame	Est. Cost	Time Frame	Est. Cost	Time Frame	Est. Cost
PHASE 1 PROJECTS									
Grove Avenue on the Alhambra Line	\$ 2.5	Complete	-	Complete	-	Complete	-	Complete	-
Grove Avenue on the Los Angeles Line	\$ 12.0	Complete	-	Complete	-	Complete	-	Complete	-
Ramona Avenue on the Alhambra and Los Angeles Lines	\$ 15.9	Complete	0.17	Complete	0.80	Complete	3.27	FY07	11.63
Monte Vista Avenue on the Alhambra and Los Angeles Lines	\$ 28.9	Complete	0.40	Complete	1.15	FY07	7.64	FY09	19.91
State/University on the Cajon Line	\$ 27.5	Complete	0.24	FY06	1.42	FY07	4.10	FY08	21.69
Hunts Lane on the Yuma Line	\$ 26.4	FY07	0.45	FY07	1.40	FY08	5.00	FY09	19.55
Milliken Avenue on the Alhambra Line*	\$ 55.6	Complete	0.57	FY07	4.43	FY08	0.25	FY09	49.74
* Full funding of Milliken is dependent on OA level									
Phase 1 Total	\$ 113.1								
PHASE 2 PROJECTS									
Alhambra and Los Angeles Lines Combined (UP)									
Central Ave.	\$ 4.6	FY12	0.06	FY13	0.58	FY13	0.61	FY14	3.39
San Antonio Avenue	\$ 31.8	FY11	0.48	FY12	3.98	FY12	4.14	FY13	23.24
Sultana Avenue	\$ 25.3	FY13	0.38	FY14	3.16	FY14	3.29	FY15	18.45
Campus Avenue	\$ 31.7	FY08	0.48	FY09	3.96	FY10	4.12	FY11	23.13
Alhambra Line (UP)									
Vineyard Avenue	\$ 29.8	FY08	0.45	FY09	3.72	FY10	3.87	FY11	21.72
Mt. Vernon Avenue	\$ 5.9	FY12	0.09	FY13	0.74	FY13	0.77	FY14	4.32
Los Angeles Line (UP)									
Vine Avenue	\$ 25.4	FY13	0.38	FY14	3.18	FY14	3.31	FY16	18.57
Bon View Avenue	\$ 25.3	FY11	0.38	FY12	3.18	FY12	3.29	FY13	18.45
Vineyard Avenue	\$ 27.0	FY10	0.41	FY11	3.38	FY11	3.52	FY12	19.74
Archibald Avenue	\$ 31.2	FY08	0.47	FY09	3.90	FY10	4.06	FY11	22.78
Milliken Avenue	\$ 25.8	FY09	0.39	FY10	3.22	FY11	3.35	FY12	18.80
San Bernardino Line (BNSF and UP)									
Valley Boulevard	\$ 31.4	FY08	0.47	FY08	3.92	FY09	4.08	FY10	22.89
Laurel Street	\$ 27.4	FY09	0.41	FY09	3.42	FY11	3.56	FY12	19.97
Main Street	\$ 27.4	FY10	0.41	FY11	3.42	FY11	3.56	FY12	19.97
Olive Street	\$ 25.8	FY11	0.39	FY12	3.22	FY12	3.35	FY13	18.80
Mt. Vernon Avenue	\$ 43.2	Complete	-	FY08	0.66	Complete	-	FY09	42.50
Other improvements*: E Street, H Street	\$ 0.5	FY08	0.01	FY09	0.06	FY09	0.07	FY10	0.37
Cajon Line (BNSF and UP)									
Palm Avenue	\$ 26.9	FY08	0.40	FY10	3.36	FY11	3.49	FY12	19.62
Glen Helen Parkway	\$ 28.2	FY08	0.42	FY10	3.52	FY11	3.66	FY12	20.56
Ranchero Road	\$ 32.5	Complete	-	FY07	4.06	FY08	4.22	FY09	23.71
Vista Road	\$ 25.8	FY11	0.39	FY11	3.22	FY12	3.35	FY13	18.80
Hinkley Road	\$ 24.5	FY12	0.37	FY13	3.08	FY13	3.18	FY14	17.87
Lenwood Road	\$ 26.7	FY08	0.40	FY09	3.34	FY10	3.47	FY12	19.51
Oro Grande	\$ 9.6	FY12	0.14	FY14	1.20	FY14	1.25	FY16	7.01
Other improvements*: Indian Trail	\$ 0.5	FY07	0.01	FY07	0.06	FY08	0.07	FY09	0.37
Cutoff Line (UP)									
Ranchero Road	\$ 24.5	FY11	0.37	FY12	3.06	FY12	3.18	FY13	17.87
Phelan Road	\$ 1.0	FY08	0.02	FY08	0.13	FY08	0.13	FY08	0.73
Other improvements*: Johnson Road	\$ 0.5	FY08	0.01	FY08	0.06	FY08	0.07	FY08	0.37
Yuma Line (UP)									
Whittier Avenue	\$ 0.5	FY08	0.01	FY08	0.06	FY08	0.07	FY08	0.37
Beaumont Avenue	\$ 24.5	FY12	0.37	FY14	3.06	FY14	3.18	FY15	17.87
Alessandro Road	\$ 25.3	FY10	0.38	FY11	3.16	FY11	3.29	FY13	18.45
Other improvements*: San Timoteo Canyon Road	\$ 2.0	FY08	0.03	FY08	0.25	FY08	0.26	FY09	1.46
Phase 2 Total	\$ 672.2								
*Not previously indicated for separation, more recent data may indicate otherwise									
Total	\$ 785.3								

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 12

Date: May 2, 2007

Subject: Amendments to Design Services Contracts with DMJM+Harris for the combining of Interstate 215 Segments 1&2 and combining Interstate 215 Segment 5 with SR 210 High Speed Connectors to I-215

Recommendation:*

1. Approve Amendment No. 4 to Contract 02-009 with DMJM+Harris for design services to combine I-215 Segments 1&2 into a single Plans, Specifications, and Estimates (PS&E) package in the amount of \$393,185 as described in the financial impact section. TN 83407000
2. Approve Amendment No. 2 to Contract 04-008 with DMJM+Harris for design services to combine I-215 Segment 5 and the SR 210 High Speed Connectors into a single PS&E package in the amount of \$322,193 as described in the financial impact section.
3. Approve Budget Amendment to the FY 2006/07 budget increasing revenues and expenditures in the amount of \$716,000 in TN 83407000, Cost Code 6010 as described in the financial impact section. TN 83407000

Background: These actions are amendments to existing consultant services contracts. Through separate competitive selection processes in the early part of this decade, DMJM+Harris was selected first to provide final design services for the design of Interstate 215 Segment 1 (Contract No. 02-009) and two years later for Interstate 215 Segment 5 (Contract No. 04-008). At the time of the award of Contract No. 02-009 for Segment 1, Caltrans was to complete final design of Segment 2. About 18 months into the DMJM+Harris' design work, Caltrans informed SANBAG that due to staff resources issues they would be unable to meet SANBAG's schedules for Segment 2 design. Because of DMJM+Harris' familiarity with the corridor and time sensitivity, SANBAG amended the Segment 1 contract to include a substantial amount of the Segment 2 design.

Approved
Board of Directors

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

As recent as the approval of the 2006 State Transportation Improvement Program (STIP) last year, due to annual fund targets established by the California Transportation Commission, SANBAG had planned to proceed to construction with each segment separately because of when the construction funding would be available from the State.

With the approval of Proposition 1B by California voters and when the CTC approves the STIP Augmentation program of Prop 1B later this year all of SANBAG's freeway projects included in the STIP, including all segments of the I-215 projects will be fully funded without limitation from annual targets as has been the case in the past several STIP cycles. The end result of the elimination of annual targets is that projects that were once "segmented" due to when funding was available, specifically projects on the I-215 corridor will now proceed on a more rational schedule of what makes sense from a constructability and staging perspective. These amendments will allow for the combining of segments that have been designed as independent segments in to with particular focus on construction staging, a combined specification package, and a revised construction cost estimate.

The end result of combining segments 1&2 will be completion of the project ahead of prior schedules, realizing economies of scale due to the larger project, reduction of contractor claims, and finally improved staging should help with traffic handling through the construction area. Similarly the combining of Segment 5 with SR 210 High Speed connectors has many of the same benefits but will also allow Segment 5 to proceed to construction several years earlier than scheduled which reduces cost escalation and will eliminate over \$1 million in throw away costs.

Financial Impact: This action is not consistent with the FY 2006/07 budget and will require a budget amendment. The necessary Budget Amendment is to the FY 2006/07 budget increasing revenues and expenditures in the amount of \$716,000 in TN 83407000, Cost Code 6010. The revenue source is Measure I Valley Major Projects Fund Balance.

Reviewed By: This item was reviewed and unanimously recommended for approval by the Major Projects Committee on April 12, 2007. (*Meeting chaired by John Pomierski*)

Responsible Staff: Darren Kettle, Director of Freeway Construction

SANBAG Contract No. 02-009-04

by and between
San Bernardino Transportation Authority

and

DMJM+Harris, Inc.

for

Prepare PS & E for I-215 Segments 1 and 2

FOR ACCOUNTING PURPOSES ONLY

<input checked="" type="checkbox"/> Payable	Vendor Contract # _____	Retention:	<input type="checkbox"/> Original
<input type="checkbox"/> Receivable	Vendor ID _____	<input type="checkbox"/> Yes ___ % <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Amendment

Notes:

Original Contract:	\$ <u>6,449,178.05</u>	Previous Amendments Total:	\$ <u>8,155,172.69</u>
Contingency Amount:	\$ <u>860,652.12</u>	Previous Amendments Contingency Total:	\$ <u>694,733.31</u>
		Current Amendment:	\$ <u>358,350</u>
		Current Amendment Contingency:	\$ <u>34,835</u>

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL → \$ 16,552,921.17

↓ Please include funding allocation for the original contract or the amendment.

Task	Cost Code	Funding Sources	Grant ID	Amounts
83407000	5553	Meas. I Valley Major Projects	_____	\$ <u>150,000</u>
83408000	5553	Meas. I Valley Major Projects	_____	\$ <u>243,185</u>
_____	_____	_____	_____	\$ _____

Original Board Approved Contract Date:	<u>7/11/01</u>	Contract Start:	<u>7/11/01</u>	Contract End:	<u>7/11/07</u>
New Amend. Approval (Board) Date:	<u>5/2/07</u>	Amend. Start:	<u>5/2/07</u>	Amend. End:	<u>1/11/09</u>

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:

Approved Budget Authority →	Fiscal Year: <u>06/07</u> \$ <u>150,000</u>	Future Fiscal Year(s) – Unbudgeted Obligation →	\$ <u>243,185</u>
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Is this consistent with the adopted budget? ☒ Yes ☐ No
 If yes, which Task includes budget authority? 834
 If no, has the budget amendment been submitted? ☐ Yes ☐ No

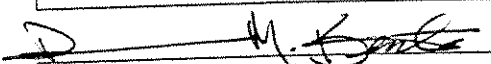
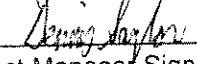
CONTRACT MANAGEMENT

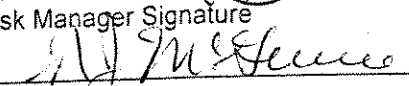
Please mark an "X" next to all that apply:

☐ Intergovernmental ☐ Private ☐ Non-Local ☒ Local ☐ Partly Local

Disadvantaged Business Enterprise: ☒ No ☐ Yes _____ %

Task Manager: Darren Kettle	Contract Manager: Dennis Saylor
------------------------------------	--

	<u>4-17-07</u>		<u>4/17/07</u>
Task Manager Signature	Date	Contract Manager Signature	Date

	<u>4/20/07</u>
Chief Financial Officer Signature	Date

Filename: a0200904.doc

AMENDMENT NO. 4

AGREEMENT BETWEEN

SAN BERNARDINO ASSOCIATED GOVERNMENTS/
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

AND

DMJM+Harris, Inc.

FOR

PREPARE PROJECT PLANS, SPECIFICATIONS, AND ESTIMATES FOR I-215,
SEGMENTS 1 AND 2 RECONSTRUCTION

This AMENDMENT NO. 4 to CONTRACT NO. 02-009 entered into as of this Second day of May, 2007, by the firm of DMJM+Harris, Inc. (hereafter called CONSULTANT) and San Bernardino Associated Governments/San Bernardino County Transportation Authority (hereafter called SANBAG):

WITNESSETH:

WHEREAS, SANBAG, under SANBAG Contract No. 02-009, has engaged the services of CONSULTANT to provide consultant services for Project Plans, Specifications, and Estimates for the I-215, Segment 1 and Segment 2 Reconstruction/Widening Project for SANBAG.

WHEREAS, the parties desire to amend the aforesaid contract to adjust the contract for additional effort expended to combine Segments 1 and 2 into a single construction contract.

WHEREAS, the execution of this additional work will require additional cost to complete and extend beyond the current contract end date.

NOW THEREFORE, the parties hereto do mutually agree to amend Contract No. 02-009 and its Amendments 1, 2, and 3 as follows:

1. Under Article 1, Description of Services, that portion of the first sentence which reads "CONSULTANT agrees to perform Services set forth in Attachment "A" and Exhibit 1, in accordance with ..." shall be amended to read "CONSULTANT agrees to perform Services set forth in Attachment "A", Exhibit 1, Exhibit 2, Exhibit 3, and Exhibit 4 in accordance with ...".
2. Under Article 2, Performance Schedule and Force Majeure, Subsection 2.1 shall be amended to read as follows:

- 2.1 The Period of Performance by CONSULTANT under this Contract shall commence on July 11, 2001 and shall continue in effect for ninety (90) months or until otherwise terminated or canceled as hereinafter directed, or unless extended by direction of SANBAG.
3. Under Article 3, Contract Price and Cost Principles, Subsection 3.2 shall be amended to read as follows:
- 3.2 The total cost shall not exceed \$16,552,921.17 with a contingency of \$1,591,220.43. Services to be provided under terms of this contract are to be provided on an as needed basis and compensated for as set forth in Attachment "B" and Exhibits 1, 2, 3, and 4 which are incorporated herein by reference. Utilization of the contingency is not permitted unless directed in writing by SANBAG Project Manager. CONSULTANT'S fee for services is included in the total estimated contract cost and shall be a fixed percentage rate of labor and overhead for work performed, as agreed upon, and noted in Attachment "B".
4. This amendment authorizes additional costs of \$393,185.00 over the existing contract amount of \$16,159,736.17 to a total contract amount of \$16,552,921.17. This amendment reflects an additional funding request from CONSULTANT for additional design services which is set forth separately and in detail in Exhibit 4, which is attached hereto and incorporated by reference.
5. Except as amended by this amendment, all other provisions of Contract No. 02-009 and Amendments 1, 2, and 3 remain in full force and effect.

IN WITNESS THEREOF, the authorized parties have below signed:

DMJM+Harris, Inc.

San Bernardino Associated Governments/
San Bernardino County Transportation
Authority

By: _____

By: _____
Dennis Hansberger, President
SANBAG Board of Directors

Date: _____

Date: _____

APPROVED AS TO FORM:

By: _____
Jean-Rene Basle
SANBAG Counsel

DMJM Harris
800 N. Haven Ave., Suite 410, Ontario CA 91764
T (909) 291-8150 F (909) 291-8166 www.dmjmharris.com

April 02, 2007

Mr. Dennis Saylor, P.E.
Project Manager
San Bernardino Associated Governments
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410-1715

Subject: Contract No. 02-009, Request to Combine I-215 Segments 1 and 2

Dear Dennis:

DMJM Harris is pleased to submit a scope of work and fee proposal for additional work associated with combining I-215 Segments 1 and 2. The work items are:

- Evaluating and modifying the Segments 1 and 2 construction staging to create a single set of stage construction plans for the combined project
- Combining the Segments 1 and 2 special provisions to create a single set of special provisions for the combined project
- Creating a combined engineer's estimate for the project (or separate schedules)
- Submitting a combined 95 % Plans, Specifications and Estimate (PS&E) for review

The total estimated cost of the additional work is \$358,350. Each of the work items are discussed below.

Project Approach

SANBAG and Caltrans have agreed to advertise I-215 Segments 1 and 2 as one construction contract. The goal is to advertise the combined project by the middle of 2008. The plans will generally be organized as they are today; one set for Segment 1 and one set for Segment 2. Each set will have its own Expenditure Authorization (EA) number. The major change will be the development of new stage construction and associated plans that cover the entire project. One set of special provisions will be developed for the combined project. Either one combined Engineer's Estimate or separate schedules will be prepared.

Stage Construction

The Segment 1 and 2 plans will continue to be two separate plan sets with their own Title Sheet, EA number and sheet numbering sequence. The drawings associated with stage construction will be removed from the Segment 1 and 2 plans and updated to reflect the staging for the combined project. The following drawings will be removed from both Segment 1 and 2 plans and be part of a combined stage construction plan set:

- Stage Construction Plans & Quantities

- Traffic Handling Plans & Quantities
- Detour Plans & Quantities
- Construction Area Signs

We will create a title sheet for the stage construction plan set to show limits of work and Index of Sheets. Alternatively the combined stage construction plans could be included in the Segment 2 plan set or some other packaging acceptable to FHWA, Caltrans, and SANBAG.

Specifications and Estimates

One set of special provisions will be prepared for the combined project. The special provisions will support the Segment 1, 2 and Stage Construction plan sets. The project will be advertised by SANBAG as a single contract.


Either one engineers estimate or separate schedules will be prepared for the combined project. The estimate or schedules will show the quantities associated with each of the three plan sets.

Combined 95% PS&E Submittal

The I-215 Segment 1 is currently in the 100% PS&E development stage and Segment 2 is in the 95 % PS&E development stage. To facilitate the review of the combined project we will submit a combined 95% PS&E package to SANBAG and Caltrans for review in the summer of 2007. Final plans will be completed by the middle of 2008.

We look forward to the continued development of the I-215 projects with SANBAG and Caltrans. Please contact me for any questions or clarifications.

Respectfully submitted,
DMJM Harris



Mario A. Montes, P.E.
Deputy Project Manager
(909) 291-8135
mario.montes@dmjmharris.com

COST AND PRICE ANALYSIS

SAN BERNARDINO ASSOCIATED GOVERNMENTS

NAME OF CONSULTANT		TITLE OF PROJECT		
DMJM+HARRIS		1-215 Segment 1 & 2 Combined Project		
Detail Description	Estimated Hours	(Average) Rate/Hour	Total Estimated Cost (\$)	
1. DIRECT LABOR (Specify) SEE CONTINUATION SHEET				
PROJECT MGR/TECHNICAL DIRECTOR	16	\$60.00	960.00	
PRINCIPAL/PROJECT ENGINEER	245	\$52.00	12,740.00	
ENGINEER III & PROJECT CONTROLS	135	\$42.00	5,670.00	
ENGINEER II	0	\$36.00	0.00	
ENGINEER I	130	\$31.00	4,030.00	
PRINCIPAL BRIDGE ENGINEER	0	\$58.82	0.00	
SENIOR BRIDGE ENGINEER	30	\$49.03	1,470.90	
SENIOR CADD TECHNICIAN	0	\$39.00	0.00	
PROJECT CONTROLS	0	\$49.59	0.00	
ADMINISTRATIVE ASSISTANT	0	\$23.00	0.00	
TOTAL		556		\$24,870.90
2. INDIRECT COSTS (Overhead, G&A-specify)	Burden Rate	X Base =	Burden (\$)	
	137.82%	\$24,870.90	\$34,277.07	\$34,277.07
3. TOTAL DIRECT LABOR AND INDIRECT COSTS (Sum of lines 1 and 2)				\$59,147.97
4. FIXED FEE OR PROFIT (Specify, applies to line 3 only)	Percent	X Base =	Fee (\$)	
	10.00%	\$59,147.97	\$5,914.80	\$5,914.80
G/A on ODC 8.1%	8.10%	\$271,314.85	\$21,976.50	\$21,976.50
			\$0.00	\$0.00
TOTAL				\$27,891.30
5. OTHER DIRECT COSTS				
Reproduction/Plotting				
Copying/Binding				7,300
Transportation/Travel				
Special Deliveries				
LAN				257,460
ASSOCIATED				0
EMI				0
KLEINFELDER				0
LIN CONSULTING				6,555
LSA				0
STB LANDSCAPE				0
6. TOTAL CONTRACT COST (Sum of lines 3, 4 and 5)				\$58,354
Say				\$358,350
DATE				
April 2, 2007				

April 2, 2007

Project Management

Project Management											
Task	Forecasted Level of Effort									COMMENTS	
	SENIOR CADD	ENGR I	ENGR II	ENGR III & PROJ CONTROL	PRINC ENGR	SR BR ENGR	PRINC BR ENGR	DIRECT/PM	TOTAL		
Preliminary review of potential issues and additional coordination meetings with SANBAG and Caltrans.					10			6	16	Several meetings were required to review the issues associated with combining the segments.	
Subtotal	0	0	0	0	10	0	0	6	16		\$2,302.10
Roadway PS&E											
Task	SENIOR CADD	ENGR I	ENGR II	ENGR III & PROJ CONTROL	PRINC ENGR	SR BR ENGR	PRINC BR ENGR	DIRECT/PM	TOTAL	COMMENTS	
2nd Submittal of Segment 1 95% Plans and Respond to Comments		60		50	80			10	200	Additional effort to prepare, review and respond to new Caltrans comments.	\$22,811.69
Create new Title Sheet for Stage Construction Plan for Combined Segment		20		15	5				40		\$3,950.19
Combined Stage Construction plan review					40				40	Additional meetings, coordination and review of Combined Stage Construction plans	\$5,441.32
Review and combine Special Provisions		10		30	80				120		\$14,989.79
Review and combine Engineers Estimate		40		40	20				100		\$10,359.44
Subtotal	0	130	0	135	225	0	0	10	500		\$57,552.44
Bridge PS&E											
Task	SENIOR CADD	ENGR I	ENGR II	ENGR III & PROJ CONTROL	PRINC ENGR	SR BR ENGR	PRINC BR ENGR	DIRECT/PM	TOTAL	COMMENTS	
Combined Stage Construction plan review					10	30			40	Additional meetings, coordination and review of Combined Stage Construction plans	\$5,208.23
Subtotal	0	0	0	0	10	30	0	0	40		\$5,208.23
Total	0	130	0	135	245	30	0	16	556		\$65,062.77

4

LIN Consulting, Inc.

I-215 Segment 1 and 2
SANBAG

Fee Estimate

3/14/07

Task No.	Task Description	Principal QA/QC	Sr. Project Manager	Project Engineer	Tech. Support	Total Hours	Labor Subtotal	Other Direct Costs	Total Cost
		\$160 /hr	\$150 /hr	\$90 /hr	\$55 /hr				
Proposed Fee									
1	Resubmittal of 95% Segment 1 Package Review and Revise Temporary F/O Combine Specifications Combine Cost Estimates	1	6	12	1	20	\$2,195	\$40	\$2,235
2		2	16	8		26	\$3,440	\$70	\$3,510
3		1	2			3	\$460	\$10	\$470
4			1	2	2	3	\$330	\$10	\$340
TOTAL		4	25	22	1	52	\$6,425	\$130	\$6,555

SANBAG Contract No. 04-008-02

by and between

the San Bernardino County Transportation Authority

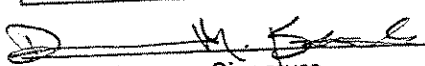
and

DMJM Harris

for

PS&E, I-215 Segment 5

FOR ACCOUNTING PURPOSES ONLY				
<input checked="" type="checkbox"/> Payable	Vendor Contract # <u>04-008</u>	Retention:	<input type="checkbox"/> Original	
<input type="checkbox"/> Receivable	Vendor ID _____	<input type="checkbox"/> Yes _____ % <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Amendment	
Notes:				
Original Contract: \$ <u>825,589</u>		Previous Amendments Total: \$ <u>2,855,237</u>		
Contingency Amount: \$ <u>131,486</u>		Previous Amendments Contingency Total: \$ <u>285,524</u>		
		Current Amendment: \$ <u>306,850</u>		
		Current Amendment Contingency: \$ <u>15,343</u>		
Contingency Amount requires specific authorization by Task Manager prior to release.				
Contract TOTAL →				\$ <u>4,420,029</u>
↓ Please include funding allocation for the original contract or the amendment.				
Task	Cost Code	Funding Sources	Grant ID	Amounts
<u>83407</u>	<u>5553</u>	<u>MVPMI</u>	_____	\$ <u>100,000</u>
<u>83408</u>	<u>5553</u>	<u>MVPMI</u>	_____	\$ <u>222,193</u>
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
Original Board Approved Contract Date: <u>07/02/03</u> Contract Start: <u>07/02/03</u> Contract End: <u>07/02/04</u>				
New Amend. Approval (Board) Date: <u>05/02/07</u> Amend. Start: <u>05/02/07</u> Amend. End: <u>06/30/09</u>				
If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:				
Approved Budget Authority →	Fiscal Year: <u>06/07</u> \$ <u>100,000</u>	Future Fiscal Year(s) – Unbudgeted Obligation →		\$ <u>222,193</u>
Is this consistent with the adopted budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No				
If yes, which Task includes budget authority? <u>834</u>				
If no, has the budget amendment been submitted? <input type="checkbox"/> Yes <input type="checkbox"/> No				
CONTRACT MANAGEMENT				
Please mark an "X" next to all that apply:				
<input type="checkbox"/> Intergovernmental	<input checked="" type="checkbox"/> Private	<input type="checkbox"/> Non-Local	<input checked="" type="checkbox"/> Local	<input type="checkbox"/> Partly Local
Disadvantaged Business Enterprise: <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes _____ %				
Task Manager: <u>Darren Kettle</u>			Contract Manager: <u>Abunnasr Husain</u>	

 Task Manager Signature	<u>4-5-07</u> Date	_____ Contract Manager Signature	_____ Date
_____ Chief Financial Officer Signature		_____ Date	

SANBAG Contract No. 04-008

Amendment No. 2

By And Between

San Bernardino County Transportation Authority

And

DMJM Harris

For

Preparation of PS&E for I-215 Segment 5

This AMENDMENT No. 2 to SANBAG Contract No. 04-008 entered into as of this 2nd day of May 2007, by DMJM Harris (hereafter called CONSULTANT) and the San Bernardino County Transportation Authority (hereafter called AUTHORITY):

WHEREAS, AUTHORITY, under AUTHORITY Contract No. 04-008 has engaged the services of CONSULTANT to provide services to prepare and complete Plans, Specifications, and Estimate for I-215 Segment 5 and,

WHEREAS, the parties desire to amend the aforesaid contract scope of work;

NOW THEREFORE, the parties do mutually agree to amend Contract No. 04-008 as follows:

1. Extend the completion date of this contract to June 30, 2009.
2. To increase the contract amount by \$322,193.00 to a total not to exceed amount of \$4,420,029.00 for the additional scope of work and cost estimate indicated on Attachment A.
3. The additional cost of \$322,193.00 authorized by this amendment includes a contingency of \$15,343.00 for a total remaining project contingency of \$71,511.00. Utilization of the contingency is not permitted unless directed in writing by AUTHORITY Project Manager.
4. All other provisions and terms of the contract shall remain the same.

IN WITNESS THEREOF, the authorized parties have below signed:

San Bernardino Associated Governments

DMJM Harris

By: _____
Dennis Hansberger, President
AUTHORITY Board of Directors

By: _____
Bruce R. Toro
Senior Vice President

Date: _____

Date: _____

Approved as to form:

By: _____
Jean-Rene Basle, AUTHORITY
Counsel

Date: _____

ATTACHMENT A

DMJM HARRIS | AECOM

DMJM Harris
800 N. Haven Ave., Suite 410, Ontario CA 91764
T (909) 291-8150 F (909) 291-8166 www.dmjmharris.com

April 02, 2007

Mr. Abunnasr Husain, P.E.
Project Manager
San Bernardino Associated Governments
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410-1715

Subject: Contract No. 04-008, Request to Combine I-215 Segment 5 and 210 Segment 11-Contract 3

Dear Abunnasr:

DMJM Harris is pleased to submit a scope of work and fee proposal for additional work associated with combining I-215 Segment 5 and SR-210 Segment 11-Contract 3. The work items are:

- Evaluating and modifying the construction staging of each project to create a single set of stage construction plans for the combined project
- Combining the Segments 5 and 11 special provisions to create a single set of special provisions for the combined project
- Creating a combined engineer's estimate for the project (or separate schedules)
- Updating the Muscoy Railroad Bridge seismic retrofit Plans, Specifications and Estimate (PS&E) and preparing stage construction plans to incorporate the retrofit into the Segment 11 plan set or another project plan set

The total estimated cost of the additional work is \$306,850. Each of the work items are discussed below.

Project Approach

One PS&E will be prepared for the Segment 5 and 11 Project. The plans will generally be organized as they are today; one set for Segment 5 and one set for Segment 11. Each set will have its own EA number. The major change will be revising the construction staging and associated plans to cover the entire project. One set of Special Provisions will be developed for the combined project. Either one combined Engineer's Estimate or separate schedules will be prepared.

Stage Construction

The Segment 5 and 11 plans will continue to be two separate plan sets with their own Title Sheet, EA number and sheet numbering sequence. A new matchline will be established between the two segments. All improvements north of the line will be part of Segment 11

and all improvements south of the line will be part of Segment 5. Each consultant (PB and DMJM Harris) will provide the other consultant electronic files for improvements outside of their new project limits. Each consultant will verify the design and incorporate it into their plan set.

The drawings associated with Stage Construction will be removed from the Segment 5 and 11 plans and updated to reflect the staging for the combined project. The following drawings will be removed from both Segment 5 and 11 plans and be part of a combined stage construction plan set:

- Stage Construction Plans
- Traffic Handling Plans
- Stage Construction Quantities
- Detour Plans
- Detour Plan Quantities
- Construction Area Signs

We will create a Title sheet for the Stage Construction plan set to show the limits of work and Index of Sheets. Alternatively the combined stage construction plans could be included in the Segment 11 plan set or some other packaging acceptable to FHWA, Caltrans, and SANBAG.

Specifications and Estimates

One set of special provisions will be prepared for the combined project. The special provisions will support the Segment 5, 11 and Stage Construction plan sets. The project will be advertised by SANBAG as a single contract.

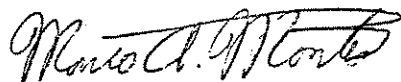
Either one engineers estimate or separate schedules will be prepared for the combined project. The estimate or schedules will show the quantities associated with each of the three plan sets.

Muscoy Bridge

The PS&E for the Muscoy Bridge Retrofit (currently part of 210 Segment 10) will be updated and either incorporated into the Segment 11 plan set, another project, or issued for construction independently. New stage construction plans will be prepared for the retrofit.

Key construction staging scope assumptions used to develop our estimate are attached. Please let me know if you have any questions.

Respectfully submitted,
DMJM Harris



Mario A. Montes, P.E.
Deputy Project Manager
(909) 291-8135
mario.montes@dmjmharris.com

Project: I-215 Segment 5

**Subject: I-215 Segment 5/I-210, Contract 3, Segment 11 Combined Staging
(TRC scope items)**

Date: 3/27/07

Assumptions

1. Segment 11 Stage Construction & Traffic Handling design and plans are at 95% level of completion, excluding quantities, and a complete set of electronic files pertinent to the Segment 11 Stage Construction & Traffic Handling plans will be provided to TRC, as indicated in 03/26/2007 email from Abunnasr Husain/SANBAG.
2. All necessary detours have been detailed in plans.
3. Closures/detours/driveway access restrictions have been discussed with appropriate stake holders and agreements made. Documents available for RE file.
4. Staging with adjacent project (EA44011) has been coordinated for connection of I-210 "ES" Connector and "NW" Connector.
5. Resolution has been identified for all comments.

Scope of Work: Elements related to Segment 11 plans

1. Update Segment 11 detour sheets with appropriate formatting.
2. Prepare Stage Construction Index sheet for Stage 2C. Stage 2C is a set of new traffic handling sheets included as part of the "Base Plan Submittal"; no index sheet for this new stage was included in the "Base Plan Submittal" set.
3. Update Segment 11 Stage Construction quantities.
4. Prepare stage construction CAD files to create stage specific topo and proposed layout files such that topo in each stage reflects work already performed and proposed layout files do not show future work to be performed in later stages.
5. Check Segment 11 Stage Construction & Traffic Handling (8 stages), review all responses to comments, and revise as needed to combine the two stages and prepare the 100% level plans.
6. Check access/detour issues related to Davidson Avenue at intersection with Highland Avenue in Stage 1C and revise as needed to combine the two stages and prepare the 100% level plans. "Base Plan Submittal" traffic handling plans show access to Davidson Avenue cut off by temporary k-rail.

Scope of Work: Combining Segments

1. Adjust formatting of sheets to combine segments. Joins are assumed to be at "F" 151+80 along the mainline and "TW2" 151+50. Adjustments to these stations may occur upon further coordination.

2. Interlace Segment 5 construction staging into Segment 11 stages. Major elements are as follows:

- Create new sheets (Quantities, details, Stage 2C)
- Add Massachusetts staging
- Add additional Highland staging
- Merge overlap work for Highland off-ramp & TW-2 Line
- Incorporate I-215 freeway staging

COST AND PRICE ANALYSIS

SAN BERNARDINO ASSOCIATED GOVERNMENTS

NAME OF CONSULTANT		TITLE OF PROJECT		
DMJM+HARRIS		I-215 Segment 5/210 Segment 11		
Detail Description	Estimated Hours	(Average) Rate/Hour	Total Estimated Cost (\$)	
1. DIRECT LABOR (Specify) SEE CONTINUATION SHEET				
	8	\$60.00	480.00	
PROJECT MGR/TECHNICAL DIRECTOR	248	\$52.00	12,896.00	
PRINCIPAL/PROJECT ENGINEER	315	\$42.00	13,230.00	
ENGINEER III	0	\$36.00	0.00	
ENGINEER II	405	\$31.00	12,555.00	
ENGINEER I	40	\$58.82	2,352.80	
PRINCIPAL BRIDGE ENGINEER	144	\$49.03	7,060.32	
SENIOR BRIDGE ENGINEER	84	\$39.00	3,276.00	
SENIOR CADD TECHNICIAN	0	\$49.59	0.00	
PROJECT CONTROLS	2	\$23.00	46.00	
ADMINISTRATIVE ASSISTANT				
TOTAL		1,246		\$51,896.12
2. INDIRECT COSTS (Overhead, G&A-specify)		Burden Rate	X Base =	Burden (\$)
		136.00%	\$51,896.12	\$70,578.72
3. TOTAL DIRECT LABOR AND INDIRECT COSTS (Sum of lines 1 and 2)				\$122,474.84
4. FIXED FEE OR PROFIT (Specify, applies to line 3 only)		Percent	X Base =	Fee (\$)
		10.00%	\$122,474.84	\$12,247.48
			\$0.00	\$0.00
TOTAL				\$12,247.48
5. OTHER DIRECT COSTS				
Reproduction/Plotting				\$500.00
Copying/Binding				\$200.00
Transportation/Travel				
Special Deliveries				\$178,686.95
TRC - Sequeira				\$0.00
ASSOCIATED				\$0.00
EMI				\$0.00
LSA				\$4,000.00
LIN				\$1,000.00
STB LANDSCAPE				
				\$306,861.79
6. TOTAL CONTRACT COST (Sum of lines 3, 4 and 5)				Say \$306,850.00
DATE				
April 2, 2007				

I-215 Segment 5/Segment 11/Muscoy Bridge Combination Package
Hour Breakdown

04/02/2007

Task	Project Engr	Project Manager	Admin	Total
Project Management	8	8	2	18
Coordination and Meetings (4 meetings)				0
Project Mgmt Subtotal	8	8	2	18

Structure Effort

Task	Engr Hours	Cadd Hours	Ind Check Hours	Total
Muscoy Bridge Retrofit/Stage Const. Review				
Update notes, design codes, etc on drawings and calcs	40	4	2	46
Update notes, design codes, etc on drawings and calcs	8	80		88
Update CADD Standards (10 sheets)	0			0
Verify that design is not impacted by live traffic under bridge	8			8
QA/QC	8			8
Review of Combined Segment 5/11 Stage Construction Plans				
Subtotal	64	84	2	150

Assumptions:

- design is not impacted by construction under live traffic
- no verification of Bridge design is needed as the retrofitted bridge has to be open to live traffic anyway
- no design issues based on update to code
- no additional design comments generated by resubmittal of plans

Task	Engr Hours	Cadd Hours	Ind Check Hours	Total
Specifications				
Add specifications for Muscoy Bridge to Segment 5 specs	8		8	16
Combine Segment 5 specs with Segment 11 specs	60		24	84
QA/QC	4			4
Subtotal	72	0	32	104

Assumptions:

- hours listed for adding specifications for Muscoy Bridge are in addition to original hours projected for preparing the Segment 5 specs
- PB will provide 95%/Initial Bridge specifications and estimate to DMJM Harris
- Muscoy Bridge will be combined with Segment 11 or another project

Task	Engr Hours	Cadd Hours	Ind Check Hours	Total
Estimate				
Updated Cost Estimate for Muscoy Bridge based on new cost data	6		6	12
QA/QC	2			2
Subtotal	8	0	6	14
Total Structures Hours	144	84	40	268

Assumptions:

- hours listed above are additional hours, and do not include hours for preparing the cost estimates for Segment 5
- each structure cost estimate is a separate entity, therefore no hours have been provided to combine estimates.
- PB will provide 95%/Initial Bridge specifications and estimate to DMJM Harris

Roadway Effort

Task	Project Engr	Engineer III	Engineer I	Total
PS&E Revisions/Incorporate PB plans	5	5	30	40
Title Sheet for Combined Stage Const. set	10	40	30	80
Drainage Plans/Profiles	10	30	40	80
Pavement Delineation Plans	10	30	40	80
Sign Plans	40	50	190	280
Stage Construction Plan -Muscoy Bridge Retrofit (1 stage)	95	40	10	145
Developed Combined Specifications	10	40	40	90
Developed Combined Estimate	15			15
Design Coordination Meetings (2 so far + 3 more)	10			10
Review of Combined Segment 5/11 Stage Construction Plans				
Total	205	235	380	820

Assumptions:

- PB will provide Segment 11 95% PS&E to DMJM Harris in Electronic format
- SANBAG will provide electronic roadway files of Muscoy Bridge area
- Muscoy bridge can be constructed in one stage relative to freeway traffic shifts

Task	Project Engr	Engineer III	Engineer I	Total
Update Reports	25	60	20	105
Drainage Report	10	20	5	35
SVDR				0
Total	35	80	25	140
Total Roadway Hours	240	315	405	960

- Materials, Foundations, Noise Reports will not be modified

Total Hours

1246

COST AND PRICE ANALYSIS

SAN BERNARDINO ASSOCIATED GOVERNMENTS

NAME OF CONSULTANT		TITLE OF PROJECT		
TRC		I-215 Widening/Reconstruction Segment 5		
Detail Description		Estimated Hours	(Average) Rate/Hour	Total Estimated Cost (\$)
1. DIRECT LABOR (Specify) SEE CONTINUATION SHEET				
PROJECT MANAGER		0	\$60.00	0.00
SENIOR CONSULTANT & QA/QC		27	\$60.00	1,620.00
ROADWAY TASK LEAD		55	\$58.00	3,190.00
SR ENGINEER		233	\$55.00	12,787.50
ENGINEER		667	\$38.00	25,346.00
PRINCIPAL BRIDGE ENGINEER		0		0.00
ASSOCIATE ENGINEER II		0		0.00
ASSOCIATE ENGINEER I		705	\$28.00	19,726.00
PROJECT CONTROLS		0		0.00
ADMINISTRATIVE ASSISTANT		0		0.00
TOTAL		1,686		\$62,669.50
2. INDIRECT COSTS (Overhead, G&A-specify)		Burden Rate	X Base =	Burden (\$)
		155.00%	\$62,669.50	\$97,137.73
3. TOTAL DIRECT LABOR AND INDIRECT COSTS (Sum of lines 1 and 2)				\$159,807.23
4. FIXED FEE OR PROFIT (Specify, applies to line 3)		Percent	X Base =	Fee (\$)
		10.00%	\$159,807.23	\$15,980.72
TOTAL				\$15,980.72
5. OTHER DIRECT COSTS				
Reproduction/Plotting				\$0.00
Copying/Binding				\$45.00
Plotting				\$2,304.00
Transportation/Travel				\$0.00
Special Deliveries				\$350.00
Total ODC's				\$2,899.00
6. TOTAL CONTRACT COST (Sum of lines 3, 4 and 5)				\$178,686.95
DATE		SIGNATURE & TITLE OF AUTHORIZED REPRESENTATIVE OF CONSULTANT		
April 2, 2007				

San Bernardino Associated Governments

COST PROPOSAL

I-215 Reconstruction - Segment 5

Effort to Combine Segment 11 and Segment 5 Roadway (Match Line at "F" 151+30 & "TW2" 151+50)
Effort to Check Segment 11 Staging & Combine Segment 11 and Segment 5 Stage Construction

TASKS		Labor Hours by Classification										Total Hours
		1 PM	2 SC	3 RL	4 SE	5 ENG	6 PBE	7 AE II	8 AE I	9 PRC	10 ADM	
Milestone 1 - Project Management & Project Controls												
Subtask	Subtask Description											
1	Meetings (4 total meetings)		0	16	24	16						56
2	Coordination											0
3												0
4	Subtotal	0	0	16	24	16	0	0	0	0	0	56
Milestone 2 - Submit Geometric Approval Drawings												
Subtask	Subtask Description											
1	Field/Project Review											0
2	Develop Alternative 1 (Base Alternative)											0
3	Develop Alternative 1A (Widen Portion/Replace Portion Highland)											0
4	Develop Alternative 1B (SB ramp merge/NB exit)											0
5	Prepare GADs based on selected alternative											0
6	Complete design checklist											0
7	Prepare Mandatory & Advisory Fact Sheets											0
8	Additional GAD efforts to provide interim & ultimate widening											0
9	Additional Mandatory Fact Sheet Efforts											0
10	Subtotal	0	0	0	0	0	0	0	0	0	0	0
Milestone 3 - General Plan / Type Selection Submittal												
Subtask	Subtask Description											
1												0
2												0
3	Subtotal	0	0	0	0	0	0	0	0	0	0	0
Milestone 4 - Type Selection Review Meeting												
Subtask	Subtask Description											
1	Type Selection Meeting											0
	Subtotal	0	0	0	0	0	0	0	0	0	0	0
Milestone 5 - 35% Submittal PS&E Roadway												
Subtask	Subtask Description											
1	Typical Cross-Sections											0
2	Key Map & Line Index											0
3	Layout Plans											0
4	Profile Plans & Superelevation Diagrams											0
5	Contour Grading Plans											0
6	Conceptual Stage Construction Strip Map											0
7	Construction Cost Estimate											0
8	Preliminary Right of Way Requirements Exhibit											0
9	Subtotal	0	0	0	0	0	0	0	0	0	0	0
PHASE 2 MILESTONES												
Milestone 6 - Unchecked Details Submittal (Design)												
Subtask	Subtask Description											
1												0
2												0
3	Subtotal	0	0	0	0	0	0	0	0	0	0	0
Milestone 7 - Initial Bridge PS&E (IC, Quantities, SSP's)												
Subtask	Subtask Description											
1												0
2												0
3	Subtotal	0	0	0	0	0	0	0	0	0	0	0
Milestone 8 - Final Reports												
Subtask	Subtask Description											
1												0
2												0
3	Subtotal	0	0	0	0	0	0	0	0	0	0	0

San Bernardino Associated Governments

COST PROPOSAL

I-215 Reconstruction - Segment 5

Effort to Combine Segment 11 and Segment 5 Roadway (Match Line at "F" 151+80 & "TW2" 151+50)
Effort to Check Segment 11 Staging & Combine Segment 11 and Segment 5 Stage Construction

TASKS		Labor Hours by Classification										Total Hours
		1 PM	2 SC	3 RL	4 SE	5 ENG	6 PBE	7 AE II	8 AE I	9 PRC	10 ADM	
Milestone 9 - 65% PS&E Submittal of Roadway												
Subtask	Subtask Description											0
1	Title Sheet											0
2	Typical Cross-Sections											0
3	Key Map & Line Index											0
4	Layout Plans											0
5	Profile Plans & Superelevation Diagrams											0
6	Construction Details											0
7	Contour Grading Plans											0
8	Stage Construction											0
9	Traffic Handling											0
10	Detour Plan											0
11	Construction Area Signs											0
12	Summary of Quantities											0
13	Right-Of-Way											0
14	Cost Estimate											0
15	Specifications											0
16	Add Seg. 11 elements to Seg. 5											0
17	Eliminate Seg. 11 elements from Seg. 5											0
	Subtotal	0	0	0	0	0	0	0	0	0	0	0
Milestone 10 - Intermediate Bridge PS&E Submittal												
Subtask	Subtask Description											0
1												0
2												0
	Subtotal	0	0	0	0	0	0	0	0	0	0	0
Milestone 11 - 95% PS&E Submittal of Roadway												
Subtask	Subtask Description											0
1	Title Sheet		0	2	0	24		0	25			52
2	Typical Cross-Sections		0	0	0	3		0	3			6
3	Key Map & Line Index		0	8	12	30		0	38			88
4	Layout Plans		0	0	8	10		0	22			40
5	Profile Plans & Superelevation Diagrams		4	9	14	32		0	52			111
6	Construction Details		2	2	4	20		0	8			36
7	Contour Grading Plans		1	0	16	18		0	36			71
8	Stage Construction		0	0	11	89		0	123			223
9	Traffic Handling		0	0	7	58		0	78			143
10	Detour Plan		1	0	2	4		0	4			11
11	Construction Area Signs		0	3	12	18		0	48			81
12	Summary of Quantities		1	2	4	4		0	0			11
13	Right-Of-Way		1	2	8	12		0	0			23
14	Cost Estimate		1	2	8	12		0	0			23
15	Specifications			15	6	68.5	217		0	131.5		438
16	Segment 11 Check and Formatting											
	Subtotal	0	26	36	175	551	0	0	569.5	0	0	1357
Milestone 12 - Final Bridge PS&E												
Subtask	Subtask Description											0
1												0
	Subtotal	0	0	0	0	0	0	0	0	0	0	0
Milestone 13 - 100% PS&E Submittal to Caltrans District Office Engineer												
Subtask	Subtask Description											0
1	Title Sheet											0
2	Typical Cross-Sections											0
3	Key Map & Line Index											0
4	Layout Plans											0
5	Profile Plans & Superelevation Diagrams		0	3	6	12		0	12			33
6	Construction Details											0
7	Contour Grading Plans		1	0	11	13		0	22			47
8	Stage Construction		0	0	11	45		0	60			116
9	Traffic Handling		0	0	5	29		0	39			73
10	Detour Plan		0	0	1	1		0	2			4
11	Construction Area Signs											0
12	Summary of Quantities											0
13	Right-Of-Way											0

San Bernardino Associated Governments

COST PROPOSAL

I-215 Reconstruction - Segment 5

Effort to Combine Segment 11 and Segment 5 Roadway (Match Line at "F" 151+80 & "TW2" 151+50)
Effort to Check Segment 11 Staging & Combine Segment 11 and Segment 5 Stage Construction

TASKS		Labor Hours by Classification										Total Hours
		1 PM	2 SC	3 RL	4 SE	5 ENG	6 PBE	7 AE II	8 AE I	9 PRC	10 ADM	
14	Cost Estimate											0
15	Specifications											0
												0
	<i>Subtotal</i>	0	1	3	34	100	0	0	135	0	0	273
Milestone 14 - Final Approved Roadway and Bridge to Caltrans Headquarters												
Subtask	Subtask Description											0
1												0
2												0
	<i>Subtotal</i>	0	0	0	0	0	0	0	0	0	0	0
Milestone 15 - Construction Support												
Subtask	Subtask Description											0
1												0
2												0
	<i>Subtotal</i>	0	0	0	0	0	0	0	0	0	0	0
	Total	0	27	55	233	667	0	0	704.5	0	0	1686
		PM	SC	RL	SE	ENG	PBE	AE II	AE I	PRC	ADM	

Project List of Drawings				Seg 11	95%	100%	Subtotal	Total
No.		Sheet Title	Scale					
2	X- 1	Typical Section (I-215)	ns	0	6	0	6	
3	X- 2	Typical Section (I-215)	ns	0	6	0	6	
4	X- 3	Typical Section (I-215)	ns	0	6	0	6	
5	X- 4	Typical Section (I-215)	ns	0	6	0	6	
6	X- 5	Typical Section (I-215)	ns	0	0	0	0	
7	X- 6	Typical Section (TW2 and H1)	ns	0	16	0	16	
8	X- 7	Typical Section (M and C)	ns	0	0	0	0	
9	X- 8	Typical Section (HH)	ns	0	6	0	6	52
10	X- 9	Typical Section (HH)	ns	0	6	0	6	
11	K- 1	Key Map (Sheet Index)	ns	0	6	0	6	6
12	L- 1	I-215	1:500	0	20	0	20	
13	L- 2	I-215 and H1	1:500	0	24	0	24	
14	L- 3	I-215, H1 and TW2	1:500	0	32	0	32	
15	L- 4	I-215	1:500	0	12	0	12	
16	L- 5	I-215	1:500	0	0	0	0	
17	L- 6	I-215	1:500	0	0	0	0	
18	L- 7	Massachusetts Avenue	1:500	0	0	0	0	
19	L- 8	Massachusetts Avenue	1:500	0	0	0	0	88
20	L- 9	Highland Avenue	1:500	0	0	0	0	
21	P- 1	I-215 (E5)	1:500	0	0	0	0	
22	P- 2	I-215 (E5)	1:500	0	0	0	0	
23	P- 3	I-215 (F)	1:500	0	8	0	8	
24	P- 4	I-215 (F)	1:500	0	0	0	0	
25	P- 5	I-215 (F)	1:500	0	0	0	0	
26	P- 6	I-215 (F)	1:500	0	0	0	0	
27	P- 7	I-215 (F)	1:500	0	0	0	0	
28	P- 8	I-215 (G)	1:500	0	8	0	8	
29	P- 9	I-215 (G)	1:500	0	0	0	0	
30	P- 10	I-215 (G)	1:500	0	0	0	0	
31	P- 11	I-215 (G)	1:500	0	0	0	0	
32	P- 12	I-215 (G)	1:500	0	0	0	0	
33	P- 13	I-215 (H1)	1:500	0	2	0	2	
34	P- 14	I-215 (H1)	1:500	0	2	0	2	
35	P- 15	Massachusetts Avenue	1:500	0	0	0	0	
36	P- 16	Massachusetts Avenue	1:500	0	0	0	0	
37	P- 17	Highland Avenue	1:500	0	0	0	0	
38	P- 18	Highland Avenue	1:500	0	0	0	0	
39	P- 19	Highland Avenue	1:500	0	8	0	8	
40	P- 20	TW2	1:500	0	12	0	12	40
41	WPC- 1	Temp Water Pollution Control Detail	ns	0	0	0	0	
42	WPC- 2	Temp Water Pollution Control Detail	ns	0	0	0	0	0
41	C- 1	Construction Details (Miscellaneous)	ns	0	0	0	0	
42	NEW	Construction Detail (DW and AC Ramp)	ns	0	13	11	24	
43	C- 2	Construction Details (Transitions)	ns	0	0	0	0	
44	C- 3	Construction Details (MVP)	1:500	0	0	0	0	
45	C- 4	Construction Details (H1 Gore)	1:200	0	4	0	4	
46	C- 5	Construction Details (M and M1)	1:200	0	0	0	0	
47	C- 6	Construction Details (M)	1:200	0	0	0	0	

Project List of Drawings				Seg 11	95%	100%	Subtotal	Total
No.		Sheet Title	Scale					
48	C- 7	Construction Details (HH)	1:200	0	0	0	0	
49	C- 8	Construction Details (Intersection)	1:200	0	4	0	4	
50	C- 9	Construction Details (Intersection)	1:200	0	29	11	40	
51	C- 10	Construction Details (Cajon)	1:200	0	0	0	0	
52	NEW	Construction Detail (Serrano)	1:200	0	23	11	34	
53	C- 11	Construction Details (ADL)	1:500	0	10	0	10	
54	C- 12	Construction Details (ADL)	1:500	0	9	0	9	
55	C- 13	Construction Details (ADL)	1:500	0	10	0	10	
56	C- 14	Construction Details (ADL)	1:500	0	9	0	9	
57	C- 15	Construction Details (ADL)	1:500	0	0	0	0	
58	C- 16	Construction Details (ADL)	1:500	0	0	0	0	
59	C- 17	Construction Details (ADL)	1:500	0	0	0	0	
60	C- 18	Construction Details (ADL)	1:500	0	0	0	0	144
61	C- 19	Construction Details (ADL)	1:500	0	0	0	0	
62	G- 1	Contour Grading Plan (I-215)	1:500	0	0	0	0	
63	G- 2	Contour Grading Plan (I-215)	1:500	0	18	0	18	
64	G- 3	Contour Grading Plan (I-215)	1:500	0	18	0	18	
65	G- 4	Contour Grading Plan (I-215)	1:500	0	0	0	0	
66	G- 5	Contour Grading Plan (I-215)	1:500	0	0	0	0	
67	G- 6	Contour Grading Plan (I-215)	1:500	0	0	0	0	
68	G- 7	Contour Grading Plan (Massachusetts)	1:500	0	0	0	0	
69	G- 8	Contour Grading Plan (Massachusetts)	1:500	0	0	0	0	36
70	G- 9	Contour Grading Plan (Highland)	1:500	0	0	0	0	
118	CS- 1	Construction Area Signs	ns	0	0	0	0	
119	CS- 2	Construction Area Signs	ns	0	0	0	0	
120	CS- 1	Construction Area Signs (Seg 11)	ns	15	11	4	30	30
121	SC- 1	Stage Construction Index - Stage 1	1:2000	0	0	0	0	
122	SC- 2	Stage Construction Index - Stage 2A	1:2000	0	0	0	0	
123	SC- 3	Stage Construction Index - Stage 2B	1:2000	0	4	4	8	
124	SC- 4	Stage Construction Index - Stage 2C	1:2000	0	4	4	8	
125	SC- 5	Stage Construction Index - Stage 3	1:2000	0	0	0	0	
126	SC- 6	Stage Construction Index - Stage 4	1:2000	0	0	0	0	
127	SC- 7	Stage Construction Index - Stage 5	1:2000	0	0	0	0	
128	SC- 1	SC Index - Stage 1A (Seg 11)	ns	18	4	4	26	
129	SC- 2	SC Index - Stage 1B (Seg 11)	ns	18	4	4	26	
130	SC- 3	SC Index - Stage 1C (Seg 11)	ns	18	8	4	30	
131	SC- 4	SC Index - Stage 1D (Seg 11)	ns	18	8	4	30	
132	SC- 5	SC Index - Stage 1E (Seg 11)	ns	18	8	4	30	
133	SC- 6	SC Index - Stage 2A (Seg 11)	ns	18	8	4	30	
134	SC- 7	SC Index - Stage 2B (Seg 11)	ns	18	8	4	30	
135	NEW	SC Index - Stage 2C (Seg 11)	ns	0	15	11	26	244
136	SC- 8	Traffic Handling	ns	0	4	2	6	
137	SC- 9	Traffic Handling - Stage 1	1:500	0	4	3	7	
138	SC- 10	Traffic Handling - Stage 1	1:500	0	0	0	0	
139	SC- 11	Traffic Handling - Stage 1	1:500	0	0	0	0	
140	SC- 12	Traffic Handling - Stage 1	1:500	0	0	0	0	
141	SC- 13	Traffic Handling - Stage 1	1:500	0	2	2	4	
142	SC- 14	Traffic Handling - Stage 1	1:500	0	0	0	0	

Project List of Drawings				Seg 11	95%	100%	Subtotal	Total
No.		Sheet Title	Scale					
143	SC- 15	Traffic Handling - Stage 4	1:500	0	0	0	0	
144	SC- 16	Traffic Handling - Stage 4	1:500	0	0	0	0	
145	SC- 17	Traffic Handling - Stage 1	1:500	0	5	4	9	
146	SC- 18	Traffic Handling - Stage 1	1:500	0	5	4	9	
147	SC- 19	Traffic Handling - Stage 2A	1:500	0	0	0	0	
148	SC- 20	Traffic Handling - Stage 2A	1:500	0	0	0	0	
149	SC- 21	Traffic Handling - Stage 2A	1:500	0	0	0	0	
150	SC- 22	Traffic Handling - Stage 2A	1:500	0	0	0	0	
151	SC- 23	Traffic Handling - Stage 2A	1:500	0	0	0	0	
152	SC- 24	Traffic Handling - Stage 2A	1:500	0	0	0	0	
153	SC- 25	Traffic Handling - Stage 2A	1:500	0	0	0	0	
154	SC- 26	Traffic Handling - Stage 2A	1:500	0	0	0	0	
155	SC- 27	Traffic Handling - Stage 2B	1:500	0	0	0	0	
156	SC- 28	Traffic Handling - Stage 2B	1:500	0	0	0	0	
157	SC- 29	Traffic Handling - Stage 2B	1:500	0	0	0	0	
158	SC- 30	Traffic Handling - Stage 2B	1:500	0	0	0	0	
159	SC- 31	Traffic Handling - Stage 2B	1:500	0	0	0	0	
160	SC- 32	Traffic Handling - Stage 2C	1:500	0	0	0	0	
161	SC- 33	Traffic Handling - Stage 2C	1:500	0	0	0	0	
162	SC- 34	Traffic Handling - Stage 2C	1:500	0	0	0	0	
163	SC- 35	Traffic Handling - Stage 2C	1:500	0	0	0	0	
164	SC- 36	Traffic Handling - Stage 3	1:500	0	0	0	0	
165	SC- 37	Traffic Handling - Stage 3	1:500	0	0	0	0	
166	SC- 38	Traffic Handling - Stage 3	1:500	0	0	0	0	
167	SC- 39	Traffic Handling - Stage 3	1:500	0	0	0	0	
168	SC- 40	Traffic Handling - Stage 3	1:500	0	0	0	0	
169	SC- 41	Traffic Handling - Stage 3	1:500	0	0	0	0	
170	SC- 42	Traffic Handling - Stage 4	1:500	0	0	0	0	
171	SC- 43	Traffic Handling - Stage 4	1:500	0	0	0	0	
172	SC- 44	Traffic Handling - Stage 4	1:500	0	0	0	0	
173	SC- 45	Traffic Handling - Stage 4	1:500	0	0	0	0	
174	SC- 46	Traffic Handling - Stage 4	1:500	0	0	0	0	
175	SC- 47	Traffic Handling - Stage 5	1:500	0	0	0	0	
176	SC- 48	Traffic Handling - Stage 5	1:500	0	0	0	0	
177	SC- 49	Traffic Handling - Stage 5	1:500	0	0	0	0	
178	SC- 50	Traffic Handling - Stage 5	1:500	0	0	0	0	
179	SC- 1	TH - Stage 1A (Seg 11)	1:500	4	4	2.5	10.5	
180	SC- 2	TH - Stage 1A (Seg 11)	1:500	4	4	2.5	10.5	
181	SC- 3	TH - Stage 1A (Seg 11)	1:500	4	4	2.5	10.5	
182	SC- 4	TH - Stage 1A (Seg 11)	1:500	4	3	1.5	8.5	
183	SC- 5	TH - Stage 1A (Seg 11)	1:500	0	0	0	0	
184	SC- 6	TH - Stage 1A (Seg 11)	1:500	4	3	1.5	8.5	
185	SC- 7	TH - Stage 1A (Seg 11)	1:500	4	3	1.5	8.5	
186	SC- 8	TH - Stage 1A (Seg 11)	1:500	4	3	1.5	8.5	
187	SC- 9	TH - Stage 1A (Seg 11)	1:500	4	3	1.5	8.5	
188	SC- 10	TH - Stage 1A (Seg 11)	1:500	4	3	1.5	8.5	
189	SC- 11	TH - Stage 1A (Seg 11)	1:500	4	3	1.5	8.5	
190	SC- 12	TH - Stage 1A (Seg 11)	1:500	4	5	2.5	11.5	
191	SC- 13	TH - Stage 1B (Seg 11)	1:500	4	5	2.5	11.5	
192	SC- 14	TH - Stage 1B (Seg 11)	1:500	4	5	2.5	11.5	
193	SC- 15	TH - Stage 1B (Seg 11)	1:500	4	4	2	10	
194	SC- 16	TH - Stage 1C (Seg 11)	1:500					

Project List of Drawings				Seg 11	95%	100%	Subtotal	Total
No.		Sheet Title	Scale					
195	SC- 17	TH - Stage 1C (Seg 11)	1:500	4	7	3	14	
196	SC- 18	TH - Stage 1C (Seg 11)	1:500	4	4	2	10	
197	SC- 19	TH - Stage 1C (Seg 11)	1:500	4	4	2	10	
198	SC- 20	TH - Stage 1C (Seg 11)	1:500	0	0	0	0	
199	SC- 21	TH - Stage 1C (Seg 11)	1:500	0	0	0	0	
200	SC- 22	TH - Stage 1C (Seg 11)	1:500	4	4	2	10	
201	SC- 23	TH - Stage 1D (Seg 11)	1:500	4	4	2	10	
202	SC- 24	TH - Stage 1D (Seg 11)	1:500	4	4	2	10	
203	SC- 25	TH - Stage 1E (Seg 11)	1:500	4	4	2	10	
204	SC- 26	TH - Stage 1E (Seg 11)	1:500	4	4	2	10	
205	SC- 27	TH - Stage 2A (Seg 11)	1:500	4	4	2	10	
206	SC- 28	TH - Stage 2A (Seg 11)	1:500	4	4	2	10	
207	SC- 29	TH - Stage 2A (Seg 11)	1:500	4	4	2	10	
208	SC- 30	TH - Stage 2A (Seg 11)	1:500	4	4	2	10	
209	SC- 31	TH - Stage 2A (Seg 11)	1:500	4	4	2	10	
210	SC- 32	TH - Stage 2A (Seg 11)	1:500	4	4	2	10	
211	SC- 33	TH - Stage 2A (Seg 11)	1:500	4	4	2	10	
212	SC- 34	TH - Stage 2B (Seg 11)	1:500	4	0	0	4	
213	SC- 35	TH - Stage 2B (Seg 11)	1:500	4	4	2.5	10.5	
214	SC- 36	TH - Stage 2B (Seg 11)	1:500	4	4	2.5	10.5	
215	SC- 37	TH - Stage 2B (Seg 11)	1:500	4	3	1	8	
216	SC- 38	TH - Stage 2B (Seg 11)	1:500	4	3	1	8	
217	SC- 39	TH - Stage 2B (Seg 11)	1:500	4	3	1	8	
218	SC- 40	TH - Stage 2B (Seg 11)	1:500	4	3	1	8	
219	SC- 41	TH - Stage 2B (Seg 11)	1:500	4	3	1	8	
220	SC- 42	TH - Stage 2B (Seg 11)	1:500	4	3	1.5	8.5	
221	SC- 43	TH - Stage 2C (Seg 11)	1:500	4	4	2	10	
222	SC- 44	TH - Stage 2C (Seg 11)	1:500	4	4	2	10	
223	SC- 45	TH - Stage 2C (Seg 11)	1:500	4	4	2	10	
224	SC- 46	TH - Stage 2C (Seg 11)	1:500	4	4	2	10	
225	SC- 47	TH - Stage 2C (Seg 11)	1:500	4	4	2	10	
226	SCQ- 1	Traffic Handling - Quantities	ns	0	6	3	9	
227	SCQ- 2	Traffic Handling - Quantities	ns	0	6	3	9	
228	SCQ- 3	Traffic Handling - Quantities	ns	0	6	3	9	
229	SCQ- 4	Traffic Handling - Quantities	ns	0	6	3	9	
230	NEW	Traffic Handling - Quantities (Seg 11)	ns	9	6	3	18	
231	NEW	Traffic Handling - Quantities (Seg 11)	ns	9	6	3	18	
232	NEW	Traffic Handling - Quantities (Seg 11)	ns	9	6	3	18	538
233	TH- 1	Detour Plan	ns	0	0	0	0	
234	TH- 2	Detour Plan	ns	0	0	0	0	
235	TH- 3	Detour Plan	ns	0	6	3	9	
236	TH- 4	Detour Plan	ns	0	0	0	0	
237	TH- 5	Detour Plan	ns	0	6	3	9	
238	TH- 6	Detour Plan	ns	0	6	3	9	
239	TH- 7	Detour Plan	ns	0	0	0	0	
240	TH- 1	Detour Plan (Seg 11)	ns	2	4	2	8	
241	TH- 2	Detour Plan (Seg 11)	ns	2	4	2	8	
242	TH- 3	Detour Plan (Seg 11)	ns	2	4	2	8	
243	TH- 4	Detour Plan (Seg 11)	ns	2	4	2	8	
244	TH- 5	Detour Plan (Seg 11)	ns	2	4	2	8	
245	TH- 6	Detour Plan (Seg 11)	ns	2	4	2	8	

Project List of Drawings								Total
No.		Sheet Title	Scale	Seg 11	95%	100%	Subtotal	
246	TH- 7	Detour Plan (Seg 11)	ns	2	4	2	8	
247	TH- 8	Detour Plan (Seg 11)	ns	2	4	2	8	
248	TH- 9	Detour Plan (Seg 11)	ns	2	4	2	8	
249	TH- 10	Detour Plan (Seg 11)	ns	2	4	2	8	
250	TH- 11	Detour Plan (Seg 11)	ns	2	4	2	8	
251	TH- 12	Detour Plan (Seg 11)	ns	2	4	2	8	
252	TH- 13	Detour Plan (Seg 11)	ns	2	4	2	8	
253	THD- 1	Traffic Handling Details	ns	0	0	0	0	
254	THD- 2	Traffic Handling Details	ns	0	0	0	0	
255	THD- 3	Traffic Handling Details	ns	0	0	0	0	
256	NEW 0	Traffic Handling Details (Seg 11)	ns	0	14	7	21	
257	NEW 0	Traffic Handling Details (Seg 11)	ns	0	14	7	21	
256	THQ- 1	Traffic Handling Quantities	ns	0	6	3	9	
257	THQ- 2	Traffic Handling Quantities	ns	0	6	3	9	
258	THQ- 3	Traffic Handling Quantities	ns	0	6	3	9	
259	NEW 0	Traffic Handling Quantities (Seg 11)	ns	0	9	5	14	
260	NEW 0	Traffic Handling Quantities (Seg 11)	ns	0	9	5	14	
261	NEW 0	Traffic Handling Quantities (Seg 11)	ns	0	9	5	14	
								242
292	Q- 1	Summary of Quantites	ns	24	27	0	51	153
293	Q- 2	Summary of Quantites	ns	24	27	0	51	
294	Q- 3	Summary of Quantites	ns	24	27	0	51	
0	0 0	Right-Of-Way	0	0	11	0	11	113
0	0 0	Meetings (Mgmt & Coordination) 4 mtgs	0	0	56	0	56	
0	0 0	Cost Estimate	0	0	23	0	23	
0	0 0	Specifications	0	0	23	0	23	
				438	975	273	1686	1686

Project List of Drawings

[illegible]

Project List of Drawings

Project List of Drawings										Labor Hours by Classification																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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Labor Hours by Classification

Labor Hours by Classification

COST PROPOSAL **I-215 Reconstruction - Segment 5**

Effort to Combine Segment 11 and Segment 5 Roadway (Match Line at "F" 151+30 & "TW2" 151+50)
 Effort to Check Segment 11 Staging & Combine Segment 11 and Segment 5 Stage Construction

April 2, 2007

OTHER DIRECT COSTS

	Description	Unit	Amount	Cost/Unit	Total
1	Reproduction/Plotting				
	Number of Plan Drawings	0			
	Size of Drawings (Half Size)	0 Sheet	0	0.15	0
	Size of Drawings (Full Size)	0 Sq Ft	0	2.00	0
	Bluefiles (Full Size)	0 Sets	0	0.15	0.00
	Xerox (Full Size)	0 Sets	0	0.15	0.00
	Sepia (Full Size)	0 Sets	0	0.25	0.00
	Contact Mylars (Full Size)	0 Sets	0	4.50	0.00
	Vellums (Full Size)	0 Sets	0	4.50	0.00
	Subtotal (1)				0.00
2	Copying/Binding				
	Reports	Ea	0	0.08	0.00
	Calculations	0 Ea	0	0.08	0.00
	Specifications	0 Ea	0	0.08	0.00
	Half Size Drawings	300 Sheet	300	0.15	45.00
	Binding (Reports)	0 Ea	0	1.50	0.00
	Subtotal (2)				45.00
3	Plotting				
	Plotting-Geometry Drawings @ 9 sq ft	0 Sheet	0	2.00	0.00
	Plotting-Staging Color Exhibits @ 9 sq ft	32 Sheet	288	8.00	2,304.00
	Subtotal (3)				2,304.00
4	Transportation/Travel				
	Flight	0 Ea	0	250.00	0.00
	Rental Car	0 Days	0	65.00	0.00
	Hotel/Per Diem	0 Days	0	100.00	0.00
	Personal Car (Mileage)	0 Miles	0	0.38	0.00
	Subtotal (4)				0.00
5	Special Deliveries				
	Express Mail	0 Ea	0	15	0.00
	Special Delivery	10 Ea	10	55	550.00
	Subtotal (5)				550.00
6					
	Subtotal (6)				0.00
7					
	Subtotal (7)				0.00
	Total				2,899.00

** Assume that an electronic submittal is not required

LIN Consulting, Inc.

I-215 Segment 5

SanBAG

Fee Estimate

3/15/07

Task No.	Tasks Description	Principal Q/OC \$160/hr	Sr. Project Manager \$150/hr	Project Engineer \$90/hr	Tech. Support \$55/hr	Total Hours	Labor Subtotal	Other Direct Costs 2.0%	Total Cost
Proposed Fee									
1	Review and Coordinate I-210 Segment 11 P	1	8	12		21	\$2,440	\$50	\$2,490
2	Revise F/O plans	1	4	8		13	\$1,480	\$30	\$1,510
TOTAL		2	12	20	-	34	\$3,920	\$80	\$4,000

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 13

Date: May 2, 2007

Subject: Omnitrans Fiscal Year 2008/2009 to 2012/2013 Short Range Transit Plan (SRTP) – Scenario 1

Recommendation:* Approve the Omnitrans Fiscal Year 2008/2009 to 2012/2013 SRTP – Scenario 1.

Background: SANBAG, acting as the County Transportation Commission, requires each transit agency to prepare a multi-year operating and capital plan (SRTP) every other year. Generally the SRTP provides basic information on the transit services provided, their performance, any needs and deficiencies, and a proposed plan for operations and capital investments covering the next five to six years. The attached Omnitrans Fiscal Year 2008/2009 to 2012/2013 SRTP – Scenario 1 has been prepared by the IBI Group and their subcontractors, Arellano Associates and Connetics Transportation Group. The Omnitrans SRTP – Scenario 1 is being recommended for approval at this time. The complete SRTP will be presented to the Plans and Programs Committee and Board in a few months.

Summary of Existing Transit Service and Performance

Omnitrans provides three types of services within the San Bernardino Valley; fixed route, Omnilink (a general public dial-a-ride), and Access (the complementary paratransit service required by the Americans with Disabilities Act). According to the SRTP, over the past three years (Fiscal Years 2004/2005 through 2006/2007) annual ridership on the fixed route service has declined from nearly 15.0 million to 14.9 million, representing a decrease of 0.6% over the three

*

*Approved
Board of Directors*

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

years. Total operating expenses over that same period increased from \$55.1 million to \$60.1 million, representing an increase of 9.0% over the three years. Passenger revenue increased from \$10.7 million to \$11.8 million, representing an increase of 10.4%. Including the Measure I fare subsidy, the ratio of passenger fares to operating expenses has hovered around the minimum requirement of 20%. Productivity, measured in passengers per hour, has remained relatively flat (from 22.2 to 22.1) over the three years.

The Omnilink service, serving the communities of Chino Hills, Colton/Grand Terrace and Yucaipa (note the Colton/Grand Terrace service was discontinued after Fiscal Year 2004/2005), has seen an increase in annual ridership; increasing from 52,900 to 60,000 - an increase of 13.4% over the three year period. Total operating expenses dropped slightly in Fiscal Year 2005/2006, but increased to nearly the same level as Fiscal Year 2004/2005 in Fiscal Year 2006/2007 to \$1.1 million. Passenger revenue declined from \$59,500 to \$56,600 over the three years, representing a 5% decrease. Including the Measure I fare subsidy, the ratio of passenger fares to operating expenses for this service has declined from 6.5% to 6.3% over the three years. Productivity, measured in passengers per hour, has improved slightly, from 2.4 to 3.2 over the three years.

Annual ridership on the Access service has declined from 492,100 to 420,900 over the three year period, representing a 15% decline. Total operating expenses have increased significantly, from \$7.8 million to \$9.6 million, representing an increase of nearly 22% over the three years. Passenger revenue has increased slightly, from \$1.04 million to \$1.05 million - a 1% increase. Including the Measure I fare subsidy, the ratio of passenger fares to operating expenses has declined from 14.7% to 12.0% over the three years. Productivity, measured in passengers per hour, has declined from 3.1 to 2.6 over the last three years.

For purposes of compliance with the State requirement for the ratio of passenger fares to operating expenses for all general public service within an urbanized area, the fare revenue and operating expenses for the fixed route service and Omnilink must be combined. Including the Measure I fare subsidies, the combined ratio of passenger fares to operating expenses over the three years has only exceeded the minimum requirement of 20% in Fiscal Year 2005/2006. Omnitrans has not been penalized for failure to meet the minimum required because it has been able to exempt certain expenses and new services from the calculation. Nevertheless, SANBAG staff has expressed concern over the ability of Omnitrans to meet the minimum requirement over time.

Summary of Proposed Transit Service and Performance

A driving force behind the proposed transit service is the desire to exceed the minimum required ratio of passenger fares to operating cost for all general public service. In the SRTP, Omnitrans seeks to achieve a 25% recovery ratio during the plan period. In order to accomplish that goal, several fare increases will be implemented and where unproductive service has been identified, that service is proposed for elimination.

As part of the development of the SRTP the consulting team has conducted a comprehensive operational analysis of all the services Omnitrans currently provides. Based on that work, the Omnitrans Board has approved certain fixed route and Omnalink reductions to be effective in May 2007. These changes will reduce the number of revenue hours by nearly 46,000 (42,000 from the fixed route service and 4,000 from Omnalink). As a result of the service reductions, along with other cost control efforts, the total operating budget for Fiscal Year 2007/2008 is expected to increase by 1.4%. An additional reduction of 23,000 revenue hours in fixed route service is projected for Fiscal Year 2008/2009. The total fixed route revenue hours will remain flat until Fiscal Year 2011/2012 when it is expected that the "E" Street *sbX* project will begin its operation.

Fare increases are proposed for Fiscal Years 2008/2009, 2010/2011 and 2011/2012. For the fixed route system, the base adult fare will increase from \$1.35 in Fiscal Year 2007/2008 to \$2.00 in Fiscal Year 2011/2012. Accompanying each fare increase is an increase in the amount of Measure I fare subsidy until it reaches the \$0.25 per boarding cap in Fiscal Year 2010/2011. While each proposed fare increase results in additional revenue, they have an inverse effect on ridership. In fact, until Fiscal Year 2011/2012 when the "E" Street *sbX* is implemented, annual ridership on the fixed route service is projected to decline from 14.5 million in Fiscal Year 2007/2008 to 13.9 million in Fiscal Year 2010/2011. The "E" Street *sbX* project is expected to increase the annual ridership by 1.3 million. The total operating expense is forecast to increase from \$59.2 million to \$76.1 million over the six year period. The ratio of passenger revenue, including the Measure I fare subsidy, to operating expense is projected to increase from 22.8% in Fiscal Year 2007/2008 to a high of 25.9% in Fiscal Year 2011/2012. Productivity, measured in passengers per revenue hour, will hover between 23.7 and 22.7.

The service level for Omnalink is projected to remain flat at 15,000 revenue hours over the next six years. The adult fare is projected to remain at \$3.00 through

Fiscal Year 2009/2010 and increase to \$4.00 by Fiscal Year 2011/2012. Annual ridership is projected to fluctuate between 45,600 and 46,600. The annual operating expense is expected to increase from \$1.2 million in Fiscal Year 2007/2008 to \$1.4 million in Fiscal Year 2012/2013. The ratio of passenger fares, including the Measure I fare subsidy, to operating expenses will range between 6.7% and 7.8%. And productivity, measured in passenger per revenue hour, will range from 3.0 to 3.1 over the six-year period.

The Access service level is also projected to remain flat at 163,500 annual hours. The base fare for this service is projected to increase from \$2.45 in Fiscal Year 2007/2008 to \$3.75 in Fiscal Year 2011/2012. Annual ridership is expected to increase from 416,100 in Fiscal Year 2007/2008 to 426,100 in Fiscal Year 2012/2013. The ratio of passenger fares, including the Measure I fare subsidy, to operating expenses will range between 11.9% in Fiscal Year 2007/2008 to a high of 14.6% in Fiscal Year 2011/2012. Productivity, measured in passengers per hour, will range between 2.5 and 2.7 over the six-year period.

Service-related Issues of Concern to SANBAG Staff

SANBAG staff has been somewhat involved in reviewing and commenting on the SRTTP recommendations. However, we still have some concerns about the direction Omnitrans appears to be taking. While it is certainly noteworthy that Omnitrans seeks to increase the cost recovery ratio for its general public service to 25% and is able to demonstrate that achievement through a combination of cost containment and fare increases, there should be further efforts applied to reverse the trend of ridership loss. Such efforts could include improved marketing, insuring service quality issues such as on-time performance and improved amenities at bus stop locations. Changes to the Omnitrans operation will also need to be considered in an effort to improve its performance. The conversion of these services to a route or point deviation service would be worthy of consideration. Changes to the Access service should also be considered. With the proposed reduction in the cost of Subscription Passes, it will be critical that Omnitrans follow through with the consultant's recommendation that Access service begin negotiating pick-up and drop-off times as provided by the ADA. Omnitrans should also consider opportunities to shift as much of the current Access demand to the accessible fixed route service as possible. Also, as noted in the agenda item related to the Measure I fare subsidy change that the Board approved in March, staff has expressed concern over the higher discounts Omnitrans is applying to the day pass and multiple-pass fare media.

Summary of Proposed Capital Improvements

The recommended six-year capital program includes: the first major construction phase for the "E" Street *sbX* project beginning in Fiscal Year 2007/2008 with a completion expected in Fiscal Year 2011/2012; the purchase of sixteen (16) low-floor articulated buses for the *sbX* project; the purchase of ninety (90) replacement buses; the purchase of eighty-five (85) replacement paratransit vehicles; the expansion of the Chino transit center; the construction of transit centers in Ontario and at Chaffey College; the construction of a replacement paratransit facility at the Mid-Valley location; mid-life bus rehabilitation; facility improvements; upgrades to the alternative fueling facilities and computer equipment; the purchase of replacement service vehicles; the purchase of office, service and revenue equipment; access improvements to bus stops; the required 1% expenditures for transit enhancement and security projects; and the capitalization of certain operating expenses such as preventive maintenance and leases. The six-year capital program totals nearly \$273.7 million with 52% of that amount being applied to the "E" Street *sbX* project.

Summary of Financial Plan

The total operating expenses for the six-year period is projected to be \$438.6 million. Passenger revenue is forecast to equal nearly \$99.6 million, or 23% of the total revenue. The Valley Local Transportation Fund (LTF) will provide the majority of the subsidy, totaling nearly \$283 million and representing 64% of the total revenue. Measure I fare and service subsidies will total nearly \$46.6 million and represent 11% of the total revenue. Other revenue, including interest earnings and advertising revenue will total \$9.5 million, representing 2% of the total revenue.

As noted above, the six-year capital program will total nearly \$273.7 million. FTA Section 5307 basic bus formula funds are expected to total nearly \$90.4 million, representing 33% of the total revenue. FTA Section 5309 small starts funding is expected to total nearly \$75 million, or 27% of the total revenue. FTA Section 5309 bus and bus facilities will total \$0.4 million, representing less than 1% of the total revenue. Funding from CMAQ apportioned to the South Coast Air Basin is expected to total nearly \$27.8 million, of which the SANBAG Board had previously approved \$18.6 million. Approval of the SRTP will increase the amount of CMAQ set aside for Omnitrans by an additional \$9.2 million. CMAQ funds will represent 10% of the total revenue. Valley LTF will total \$26.6 million, representing about 10% of the total revenue. Other revenue, including STIP Regional Improvement Program (PTA), Proposition 1B, FTA Section 5310,

and other local funds will total \$25.4 million, or 9% of the total revenue. State Transit Assistance Funds (STAF) will total \$22.4 million, representing 8% of the total revenue. Valley Measure I Bus Rapid Transit/Express Bus revenue will total nearly \$5.6 million, representing 2% of the total revenue.

Both the operating and capital financial plans are within the revenue forecasts provided by SANBAG. The Scenario 1 – SRTP is considered a financially constrained plan.

Financial Impact: The work effort involved in the development and review of the Omnitrans SRTP is consistent with the Agency budget. Funding is provided under Task 31507000. The funding source is LTF – Planning. Approval of the SRTP will allow staff to program the Omnitrans operating and capital projects in the Regional Transportation Improvement Program.

Reviewed By: This item was reviewed by the Plans and Programs Committee on April 18, 2007 and unanimously recommended for approval. *(The meeting chaired by Paul Eaton)*. The SRTP – Scenario 1 was presented to the Omnitrans Planning and Productivity Committee on April 11th and will be presented to the full Omnitrans Board on May 2, 2007.

Responsible Staff: Michael Bair, Director of Transit and Rail Programs

Comprehensive Operations Assessment & Short Range Transit Plan

Scenario 1 Plan Summary

Final

Prepared for:



Prepared by:



April 9, 2007

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Introduction

Omnitrans has been working with its consultant team since July 2006 to conduct a comprehensive operations assessment and develop a short range transit plan for FY 2008-2013. To facilitate the development of the FY 2008 Omnitrans budget and the SANBAG operating and capital programming process, the key elements of the Scenario 1: Financially Constrained Scenario have been compiled into this Scenario 1 Plan Summary. The Plan Summary includes the following:

- Description of the constrained service plan and its key assumptions.
- Description of the fare structure to be implemented in July 2007.
- Operating and capital summary tables for the fixed route, Omnalink, and Access services
- Capital projects tables describing each project in the plan period with their cost and funding sources.

Scenario 1 Service Plan

The Scenario 1 Constrained Service Plan has been developed through a comprehensive planning process that included substantial technical analysis of the existing service operation, and research on travel demands and development trends in the service area. The process included several Board workshops, public and stakeholder involvement sessions, meetings with employees, and review of the service changes at public hearings.

The recommended service changes in Table 1 will result in a 64,892 annual reduction in revenue hours of service by FY 2009 and a reduction in the peak fixed route fleet requirement from 145 to 136. The initial set of service changes will take effect on Monday, May 7, 2007.

Table 1 Scenario 1 Constrained Service Plan

Route/Service	Description of Service Change
1	Reduce Saturday frequency from 15/30 minutes to 30/60 minutes.*
2	No changes to existing service.
3/4	No changes to existing service.
5	No changes to existing service.
7	No changes to existing service.
8	Alignment changes near Citrus Plaza.*
9	No changes to existing service.
10	No changes to existing service.
11	Eliminate Saturday Northbound 5:53 PM trip.* Change Saturday evening frequency from 30 minutes to 60 minutes.
14	Discontinue weekday 14L Limited Stop Service.*
15	Eliminate weekday Eastbound 9:10 PM trip.* Change Sunday frequency from 30 minutes to 60 minutes.
19	Reduce Saturday frequency from 30 minutes to 60 minutes and eliminate weekday Eastbound 10:10 PM trip.*
20	Reduce Sunday frequency from 30 minutes to 60 minutes.*
22	Reduce weekday frequency from 20 minutes to 30 minutes.*
28	Reduce weekday frequency to peak service only, 6:02 AM to 8:56 AM and 4:02 PM to 6:52 PM.* Eliminate route.
29	No changes to existing service.
31	Eliminate route.*
60	Restructure east and west sections. Extend west section along Holt and Mountain to Montclair Transcenter. Eliminate east section (this section would be served by an extended Route 70).
61	No change to existing service.
62	Eliminate weekday Northbound 5:48 AM trip between Chino Transcenter and D at Sultana and start service at Montclair Transcenter.* Restructure to run on Euclid Avenue.
63	No changes to existing service.
65	Eliminate Los Seranos service.
66	Reduce weekday midday and evening service from 15 minutes to 30 minutes.

Route/Service	Description of Service Change
67	Restructure to service 16 th Street, Mountain corridor and Montclair. Increase weekday frequency from 60 minutes to 30 minutes. Extend weekday service to 9:00 PM with 60 minute frequency.
68	Change weekday evening service from 30 minutes to 60 minutes. Discontinue Sunday Service.*
70	Restructure to serve Milliken corridor and west section of Route 60.
71	Restructure and extend up Sierra corridor. Eliminate Sunday service.
75	Eliminate weekday 9:05 AM Eastbound trip, 9:24 AM Westbound trip, 6:24 Eastbound trip and 6:24 Westbound trip.* Eliminate route.
90	Discontinue service between Riverside and Montclair. Increase frequency between San Bernardino and Riverside from 45/60 minutes to 30 minutes. Eliminate service to Metrolink stations.*
Omnalink	Eliminate Saturday and Sunday service in both Yucaipa and Chino Hills.
Access	Adjust service area boundaries as needed based on changes to fixed route and Omnilink service.

* Change scheduled to take place in May 2007

Fare Structure

The recommended fare changes in Tables 2, 3, and 4 are scheduled to take effect on Sunday, July 1, 2007.

Table 2 Proposed FY08 Fixed Route Fare Structure

Fare Type	Current fare adopted September 5, 2006	Proposed FY08
Cash Fares		
Regular	\$ 1.25	\$ 1.35
Senior & Disabled	\$ 0.50	\$ 0.55
Children 46" and under (limit 2)	Free	Free
Personal Care Attendant	Free with ADA rider	Free with ADA rider
Day Passes		
Full Fare	\$ 3.00	\$ 3.50
Senior & Disabled	\$ 1.25	\$ 1.60
10-Pack Day Passes		
Full Fare	\$ 27.50	\$ 31.50
Senior & Disabled	\$ 12.50	\$ 13.50
7-Day Pass		
Full Fare	\$ 13.00	\$ 15.00
Senior & Disabled	\$ 6.00	\$ 7.00
Student	Not Available	\$ 10.00
31-Day Pass		
Full Fare	\$ 41.00	\$ 45.00
Senior & Disabled	\$ 20.50	\$ 22.50
Student Fare	\$ 29.50	\$ 33.00
Senior Age		
Age	Over age 60	Over age 62

Table 3 Proposed FY08 Omnibus Fare Structure

Fare Type	Current fare policy adopted September 2006	Proposed FY08
Passenger		
Regular	\$ 2.50	\$ 3.00
Senior & Disabled	\$ 1.25	\$ 1.50
Student	\$ 1.25	\$ 2.00
Children 46" and under (limit 2)	Free	Free
10-Trip Pass (ticket valid as free transfer or exchange for a free 1-Day Pass on fixed route service)		
Regular	Not Available	\$ 27.00
Senior & Disabled	Not Available	\$ 13.50
Student	Not Available	\$ 18.00
Fixed Route Passes		
1-Day, 7-Day & 31-Day Passes	Valid as a transfer	Not valid
Senior Age		
Age	Over age 60	Over age 62

Table 4 Proposed FY08 Access Fare Structure

Fare Type	Current fare policy adopted September 2006	Proposed FY08
<i>Passenger</i>		
1-3 zone(s)	\$ 2.05	\$ 2.45
4 zones	\$ 2.80	\$ 3.45
5 zones	\$ 3.55	\$ 4.45
6 zones	\$ 4.30	\$ 5.45
<i>Companion</i>		
1-3 zone(s)	\$ 2.30	\$ 2.70
4 zones	\$ 3.05	\$ 3.70
5 zones	\$ 3.80	\$ 4.70
6 zones	\$ 4.55	\$ 5.70
Children 46" and under (limit 2)	Free	Free
Personal Care Attendant	Free	Free
Disability ID card valid on Access service on a space available basis	Valid	No longer valid
<i>Subscription Passes</i>		
1-3 zone(s)	\$ 172.50	\$ 130.00
4 zones	\$ 228.50	\$ 170.00
5 zones	\$ 285.00	\$ 210.00
6 zones	\$ 341.00	\$ 250.00

Additionally, San Bernardino Associated Governments (SANBAG) is formulating a policy to increase the Measure I subsidy for senior/disability trips on fixed route service from \$0.05 per trip to \$0.10 per trip in FY 2008 and ultimately to \$0.25 by 2013 according to the spirit and intent of Measure I. This policy will enable Omnitrans to keep the senior and disability fares low and at the same time enable Omnitrans to generate sufficient fare revenues to meet the TDA fare recovery obligations. Changes resulting from this policy will be reflected in the fare policy section of the FY 2008 – 2013 SRTP.

Operating and Financial Tables

Tables 5 - 9 in this section summarize the financial, operating, capital, and fleet information for the six year planning period. Information is provided for fixed route, Omnibus, and Access services, along with a combined fixed route and Omnibus table, and an all services table. Tables 10 and 11 summarize operating expenses and revenues, and capital costs and funding, respectively. Table 12 provides annual fund balance estimates for key operating and capital funding sources. The following assumptions were used in preparing the financial information:

- Operating cost budget assumes fixed route service cuts of 41,950 hours in FY2008 and 22,943 in FY2009, and an Omnibus service cut of 4,000 hours in FY2008.
- Operating costs increase each year based on historical increases, except noted below.

- Administrative cost increases held to no more than inflation for FY2009 through FY2013.
- FY2008 operating cost budget matches preliminary budget supplied by Omnitrans.
- Operating costs reflect new cost allocation process developed by Omnitrans.
- Operating costs associated with service changes determined using marginal costs.
- FY2008 capital budget matches preliminary Capital Improvement Plan (CIP) supplied by Omnitrans, with adjustments based on comments by SANBAG.
- Fare increases in FY2008, FY2009, FY2011, and FY2012 resulting in the following base and average fares:

Fare Type	FY08	FY09	FY10	FY11	FY12	FY13
Fixed Route Base	\$1.35	\$1.50	\$1.50	\$1.75	\$2.00	\$2.00
Fixed Route Avg.	\$0.87	\$0.92	\$0.94	\$1.04	\$1.19	\$1.22
Omnilink Base	\$3.00	\$3.00	\$3.00	\$3.50	\$4.00	\$4.00
Omnilink Avg.	\$1.69	\$1.69	\$1.69	\$1.91	\$2.22	\$2.22
Access Base	\$2.45	\$2.75	\$2.75	\$3.25	\$3.75	\$3.75
Access Avg.	\$3.02	\$3.26	\$3.31	\$3.71	\$4.33	\$4.44

Fare increases structured to reach the goal of 25% Operating Ratio. Goal achieved in FY2012, with Operating Ratio slightly under goal in FY2013. Operating ratio will change with modifications to operating and capital budgets. Estimated operating ratios for the plan period:

Operating Ratio ¹	FY08	FY09	FY10	FY11	FY12	FY13
Fixed Route (Direct & Omnilink)	21.4%	22.0%	20.7%	21.9%	25.5%	24.7%
Access	11.9%	12.1%	11.9%	13.2%	14.6%	14.2%

¹Operating Ratio = (Fare Revenue + Measure I Subsidy)/Operating Cost

- Measure I subsidy calculated using methodology from new agreement between by Omnitrans and SANBAG.
- Grant revenues reflect data provided by SANBAG.
- Fixed Route operating costs increased by \$1.5 million in FY2010 to account for expiration of fuel tax credit.
- Capital costs for FY2009 through FY2013 reflect draft CIP supplied by Omnitrans, except as noted below.
- Capital costs after FY2008 inflated at the Consumer Price Index for All Urban Consumers (CPI -U) for the Los Angeles Consolidated Metropolitan Statistical Area (CMSA). Source: Cal CPI Forecast BBFYCPI_003.xls, September 2006.

- Fixed route vehicle replacement assumed to be 15 vehicles per year for FY2010 through FY2013 to lessen impact of large vehicle replacements expected in FY2011 and FY2012.
- Costs and funding for E Street BRT project (sbX) assumed to be \$142.7 million (year-of-expenditure dollars) for Phase 1 (including vehicles). Funding based on data provided by Omnitrans and reviewed by SANBAG.
- Funding shortfall for E Street BRT project (sbX) of approximately \$10.8 million in FY2012 assumed to be paid with excess Local Transportation Funds (LTF) pending acquisition of other funds.
- Future Access service assumed to be operated with existing fleet and revenue hours due to improved productivity and dampened demand due to fare increases. No supplemental taxi service is assumed.

Table 5 Projected Characteristics Omnitrans Total

SYSTEM: TOTAL OMNITRANS ¹ PREPARED BY: IBJ/CTG									
FLEET CHARACTERISTICS:	2005 Actual	2006 Actual	2007 Estimated	2008 Planned	2009 Planned	2010 Planned	2011 Planned	2012 Planned	FY 2013 Planned
Fixed Route:									
Peak-Hour Fleet	145	145	145	138	136	136	136	148	148
Spare Vehicles for Maintenance and Other Purposes									
Spare Ratio	31	31	31	31	31	31	31	35	35
Energy Contingency Reserve	17.6%	17.6%	17.6%	18.3%	18.6%	18.6%	18.6%	19.1%	19.1%
Subtotal Fixed Route Vehicles	6	6	6	6	6	6	6	6	6
Demand Response:	182	182	182	175	173	173	173	189	189
Peak-Hour Fleet	89	89	89	90	90	90	90	90	90
Spare Vehicles	12	12	12	12	12	12	12	12	12
Total Vehicles	283	283	283	277	275	275	275	291	291
New Expansion Vehicles Delivered	0	0	0	0	0	0	0	12	0
New Replacement Vehicles Delivered	23	25	25	56	28	40	40	40	40
FINANCIAL DATA:									
Fare Revenue (\$000's)	\$11,837.9	\$12,280.1	\$12,963.4	\$13,870.3	\$14,467.0	\$14,687.0	\$16,147.2	\$20,081.1	\$20,314.2
Measure I Fare Subsidy (\$000)	\$271.3	\$264.9	\$298.0	\$393.8	\$504.8	\$526.3	\$761.2	\$863.3	\$854.3
Operating Cost (\$000's)	\$64,070.1	\$64,286.4	\$70,771.6	\$71,762.9	\$73,516.9	\$78,851.2	\$82,436.3	\$87,797.1	\$91,547.2
OPERATING CHARACTERISTICS:									
Revenue Vehicle Miles (000's)	11,461.6	11,699.8	11,631.8	10,993.6	10,747.5	10,747.5	10,747.5	11,136.5	11,136.5
Total Vehicle Miles (000's)	13,783.2	13,962.7	13,285.8	12,575.8	12,306.9	12,306.9	12,306.9	12,732.0	12,732.0
Revenue Vehicle Hours (000's)	859.1	861.9	858.7	812.8	789.8	789.8	789.8	820.0	820.0
Total Vehicle Hours (000's)	930.4	992.3	947.9	898.5	874.5	874.5	874.5	906.1	906.1
Linked Passengers (000's)	11,534.4	11,441.7	11,370.6	11,019.1	10,756.0	10,751.4	10,599.0	11,554.1	11,432.3
Unlinked Passengers (000's)	15,583.2	15,497.7	15,418.8	14,943.6	14,583.1	14,573.3	14,358.7	15,672.4	15,506.9
Full-Time Employee Equivalent	992	789	796	775	764	764	764	764	764
PERFORMANCE CHARACTERISTICS:									
Revenue/Unlinked Passenger	\$0.76	\$0.79	\$0.84	\$0.93	\$0.99	\$1.01	\$1.12	\$1.28	\$1.31
Cost/Unlinked Passenger	\$4.11	\$4.15	\$4.59	\$4.80	\$5.04	\$5.41	\$5.74	\$5.60	\$5.90
Subsidy/Unlinked Passenger	\$3.35	\$3.36	\$3.75	\$3.87	\$4.05	\$4.40	\$4.62	\$4.32	\$4.59
Cost/Revenue Vehicle Hour	\$74.58	\$74.59	\$82.42	\$88.30	\$93.08	\$99.83	\$104.37	\$107.06	\$111.64
Passengers/Revenue Vehicle Hour	18.1	18.0	18.0	18.4	18.5	18.5	18.2	19.1	18.9
Operating Ratio (Fares+MI/Cost) ²									
Fixed Route (Directly Operated + Omnitrans Access)	19.5%	20.5%	19.8%	21.4%	22.0%	20.7%	21.9%	25.5%	24.7%
	14.7%	13.2%	12.0%	11.9%	12.1%	11.9%	13.2%	14.6%	14.2%

NOTES:

1. FY2005 and FY2006 includes contracted fixed route data.

2. Operating Ratio = (Fare Revenue + Measure I Subsidy)/Operating Cost. Does not include exemptions allowed by Transportation Development Act (TDA) law. Application of qualifying exemptions would result in a higher farebox recovery ratio for the years in which they could be applied.

Table 6 Projected Characteristics Fixed Route Total

SYSTEM: OMNITRANS TOTAL FIXED ROUTE (Directly Operated + Contracted + Omnalink) ¹										
PREPARED BY: IBJ/CTG										
FLEET CHARACTERISTICS:	2005 Actual	2006 Actual	2007 Estimated	2008 Planned	2009 Planned	2010 Planned	2011 Planned	2012 Planned	FY 2013 Planned	
Fixed Route:										
Peak-Hour Fleet	145	145	145	138	136	136	136	148	148	
Spare Vehicles for Maintenance and Other Purposes										
Spare Ratio	31	31	31	31	31	31	31	35	35	
Energy Contingency Reserve	17.6%	17.6%	17.6%	18.3%	18.6%	18.6%	18.6%	19.1%	19.1%	
Subtotal Fixed Route Vehicles	6	6	6	6	6	6	6	6	6	
Demand Response:										
Peak-Hour Fleet	182	182	182	175	173	173	173	189	189	
Spare Vehicles	8	8	8	9	9	9	9	9	9	
Total Vehicles	4	4	4	4	4	4	4	4	4	
New Expansion Vehicles Delivered	194	194	194	188	186	186	186	202	202	
New Replacement Vehicles Delivered	0	0	0	0	0	0	0	12	12	
FINANCIAL DATA:										
Fare Revenue (\$000's)	\$10,796.3	\$11,230.6	\$11,910.7	\$12,613.5	\$13,113.8	\$13,283.7	\$14,517.9	\$18,218.1	\$18,422.7	
Measure I Fare Subsidy (\$000)	\$160.7	\$156.3	\$195.1	\$292.1	\$403.5	\$422.8	\$654.0	\$758.2	\$750.2	
Operating Cost (\$000's)	\$56,205.4	\$55,535.4	\$61,180.1	\$60,309.3	\$61,483.5	\$66,219.3	\$69,307.3	\$74,283.1	\$77,538.8	
OPERATING CHARACTERISTICS:										
Revenue Vehicle Miles (000's)	8,834.4	9,005.3	8,937.3	8,299.0	8,052.9	8,052.9	8,052.9	8,441.9	8,441.9	
Total Vehicle Miles (000's)	10,421.7	10,503.4	9,826.5	9,116.5	8,847.6	8,847.6	8,847.6	9,272.7	9,272.7	
Revenue Vehicle Hours (000's)	699.0	698.4	695.2	649.3	626.3	626.3	626.3	656.5	656.5	
Total Vehicle Hours (000's)	723.1	777.4	733.0	683.6	659.6	659.6	659.6	691.2	691.2	
Linked Passengers (000's)	11,042.3	10,972.8	10,949.7	10,603.0	10,341.2	10,327.6	10,160.1	11,123.8	11,006.2	
Unlinked Passengers (000's)	15,091.1	15,028.8	14,997.8	14,527.6	14,168.3	14,149.5	13,919.8	15,242.0	15,080.7	
Full-Time Employee Equivalent	816	628	634	613	602	602	602	602	602	
PERFORMANCE CHARACTERISTICS:										
Revenue/Unlinked Passenger	\$0.72	\$0.75	\$0.79	\$0.87	\$0.93	\$0.94	\$1.04	\$1.20	\$1.22	
Cost/Unlinked Passenger	\$3.72	\$3.70	\$4.08	\$4.15	\$4.34	\$4.68	\$4.98	\$4.87	\$5.14	
Subsidy/Unlinked Passenger	\$3.01	\$2.95	\$3.29	\$3.28	\$3.41	\$3.74	\$3.94	\$3.68	\$3.92	
Cost/Revenue Vehicle Hour	\$80.41	\$79.52	\$88.00	\$92.89	\$98.16	\$105.73	\$110.66	\$113.14	\$118.10	
Passengers/Revenue Vehicle Hour	216	215	216	224	226	226	222	232	230	
Operating Ratio (Fares+Mile/Cost) ²	19.5%	20.5%	19.8%	21.4%	22.0%	20.7%	21.9%	25.5%	24.7%	

NOTES:

1. FY2005 and FY2006 includes contracted service data.

2. Operating Ratio = (Fare Revenue + Measure I Subsidy)/Operating Cost. Does not include exemptions allowed by Transportation Development Act (TDA) law. Application of qualifying exemptions would result in a higher farebox recovery ratio for the years in which they could be applied.

Table 7 Projected Characteristics Fixed Route

SYSTEM: OMNITRANS FIXED ROUTE (Directly Operated + Contracted) ¹										
PREPARED BY: IBI/CTG										
FLEET CHARACTERISTICS:	2005 Actual	2006 Actual	2007 Estimated	2008 Planned	2009 Planned	2010 Planned	2011 Planned	2012 Planned	FY 2013 Planned	
Fixed Route:										
Peak-Hour Fleet	145	145	145	138	136	136	136	148	148	
Spare Vehicles for Maintenance and Other Purposes	31	31	31	31	31	31	31	35	35	
Spare Ratio	17.6%	17.6%	17.6%	18.3%	18.6%	18.6%	18.6%	19.1%	19.1%	
Energy Contingency Reserve	6	6	6	6	6	6	6	6	6	
Subtotal Fixed Route Vehicles	182	182	182	175	173	173	173	189	189	
Demand Response:										
Peak-Hour Fleet	0	0	0	0	0	0	0	0	0	
Spare Vehicles	0	0	0	0	0	0	0	0	0	
Total Vehicles	182	182	182	175	173	173	173	189	189	
New Expansion Vehicles Delivered	0	0	0	0	0	0	0	12	0	
New Replacement Vehicles Delivered	23	0	0	15	15	15	15	15	15	
FINANCIAL DATA:										
Fare Revenue (\$000's)	\$10,736.8	\$11,177.3	\$11,854.0	\$12,535.9	\$13,035.7	\$13,204.9	\$14,429.1	\$18,116.9	\$18,321.4	
Measure I Fare Subsidy (\$000)	\$151.9	\$147.7	\$185.4	\$284.6	\$395.9	\$415.1	\$648.4	\$750.6	\$742.7	
Operating Cost (\$000's)	\$55,152.2	\$54,598.8	\$60,127.7	\$59,150.3	\$60,248.8	\$64,924.6	\$67,961.7	\$72,897.8	\$76,102.5	
OPERATING CHARACTERISTICS:										
Revenue Vehicle Miles (000's)	8,581.8	8,783.3	8,704.3	8,115.1	7,869.0	7,869.0	7,869.0	8,258.0	8,258.0	
Total Vehicle Miles (000's)	10,039.1	10,122.9	9,512.9	8,869.0	8,600.0	8,600.0	8,600.0	9,025.1	9,025.1	
Revenue Vehicle Hours (000's)	676.6	679.3	676.2	634.3	611.3	611.3	611.3	641.5	641.5	
Total Vehicle Hours (000's)	692.4	747.6	706.6	662.8	638.8	638.8	638.8	670.4	670.4	
Linked Passengers (000's)	10,989.3	10,919.7	10,889.7	10,557.1	10,295.0	10,281.0	10,113.7	11,078.2	10,960.6	
Unlinked Passengers (000's)	15,038.2	14,975.7	14,937.9	14,481.7	14,122.1	14,102.9	13,873.4	15,196.5	15,035.2	
Full-Time Employee Equivalent	774	610	617	596	585	585	585	585	585	
PERFORMANCE CHARACTERISTICS:										
Revenue/Unlinked Passenger	\$0.71	\$0.75	\$0.79	\$0.87	\$0.92	\$0.94	\$1.04	\$1.19	\$1.22	
Cost/Unlinked Passenger	\$3.67	\$3.65	\$4.03	\$4.08	\$4.27	\$4.60	\$4.90	\$4.80	\$5.06	
Subsidy/Unlinked Passenger	\$2.95	\$2.90	\$3.23	\$3.22	\$3.34	\$3.67	\$3.86	\$3.60	\$3.84	
Cost/Revenue Vehicle Hour	\$81.51	\$80.37	\$88.92	\$93.26	\$98.55	\$106.20	\$111.17	\$113.63	\$118.62	
Passengers/Revenue Vehicle Hour	22.2	22.0	22.1	22.8	23.1	23.1	22.7	23.7	23.4	
Operating Ratio (Fares+MI/Cost) ¹	19.7%	20.7%	20.0%	21.7%	22.3%	21.0%	22.2%	25.9%	25.1%	

NOTES:

1. Operating Ratio = (Fare Revenue + Measure I Subsidy)/Operating Cost. Does not include exemptions allowed by Transportation Development Act (TDA) law. Application of qualifying exemptions would result in a higher farebox recovery ratio for the years in which they could be applied.

Table 8 Projected Characteristics Omnitrink

SYSTEM: OMNILINK PREPARED BY: IBI/CTG											
FLEET CHARACTERISTICS:											
	2005 Actual	2006 Actual	2007 Estimated	2008 Planned	2009 Planned	2010 Planned	2011 Planned	2012 Planned	FY 2013 Planned		
Fixed Route:											
Peak-Hour Fleet	0	0	0	0	0	0	0	0	0	0	0
Spare Vehicles for Maintenance and Other Purposes	0	0	0	0	0		0	0	0	0	0
Spare Ratio	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Energy Contingency Reserve	0	0	0	0	0	0	0	0	0	0	0
Subtotal Fixed Route Vehicles	0	0	0	0	0	0	0	0	0	0	0
Demand Response:											
Peak-Hour Fleet	8	8	8	9	9	9	9	9	9	9	9
Spare Vehicles	4	4	4	4	4	4	4	4	4	4	4
Total Vehicles	12	12	12	13	13	13	13	13	13	13	13
New Expansion Vehicles Delivered	0	0	0	0	0	0	0	0	0	0	0
New Replacement Vehicles Delivered	0	2	4	4	0	0	2	2	2	2	2
FINANCIAL DATA:											
Fare Revenue (\$000's)	\$59.5	\$53.3	\$56.6	\$77.6	\$78.2	\$78.9	\$88.7	\$101.2	\$101.3		
Measure I Fare Subsidy (\$000)	\$8.7	\$8.7	\$9.8	\$7.6	\$7.6	\$7.6	\$7.6	\$7.5	\$7.5		
Operating Cost (\$000's)	\$1,053.2	\$936.7	\$1,052.4	\$1,159.0	\$1,234.6	\$1,294.7	\$1,345.6	\$1,385.3	\$1,436.4		
OPERATING CHARACTERISTICS:											
Revenue Vehicle Miles (000's)	252.6	222.0	233.0	183.9	183.9	183.9	183.9	183.9	183.9	183.9	183.9
Total Vehicle Miles (000's)	382.6	380.4	313.6	247.6	247.6	247.6	247.6	247.6	247.6	247.6	247.6
Revenue Vehicle Hours (000's)	22.4	19.1	19.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0
Total Vehicle Hours (000's)	30.7	29.8	26.4	20.8	20.8	20.8	20.8	20.8	20.8	20.8	20.8
Linked Passengers (000's)	52.9	53.1	60.0	45.9	46.2	46.6	46.4	45.6	45.6	45.6	45.6
Unlinked Passengers (000's)	52.9	53.1	60.0	45.9	46.2	46.6	46.4	45.6	45.6	45.6	45.6
Full-Time Employee Equivalent	42	18	17	17	17	17	17	17	17	17	17
PERFORMANCE CHARACTERISTICS:											
Revenue/Unlinked Passenger	\$1.12	\$1.00	\$0.94	\$1.69	\$1.69	\$1.69	\$1.91	\$2.22	\$2.22	\$2.22	\$2.22
Cost/Unlinked Passenger	\$19.90	\$17.64	\$17.55	\$25.24	\$26.74	\$27.80	\$29.03	\$30.41	\$30.41	\$31.52	\$31.52
Subsidy/Unlinked Passenger	\$18.78	\$16.63	\$16.61	\$23.55	\$25.05	\$26.11	\$27.12	\$28.19	\$28.19	\$29.30	\$29.30
Cost/Revenue Vehicle Hour	\$47.10	\$49.17	\$55.39	\$77.27	\$82.31	\$86.31	\$89.71	\$92.35	\$92.35	\$95.76	\$95.76
Passengers/Revenue Vehicle Hour	2.4	2.8	3.2	3.1	3.1	3.1	3.1	3.0	3.0	3.0	3.0
Operating Ratio (Fares+M/Cost)	6.5%	6.6%	6.3%	7.4%	6.9%	6.7%	7.2%	7.8%	7.8%	7.6%	7.6%

NOTES:

1. Operating Ratio = (Fare Revenue + Measure I Subsidy)/Operating Cost. Does not include exemptions allowed by Transportation Development Act (TDA) law. Application of qualifying exemptions would result in a higher farebox recovery ratio for the years in which they could be applied.

Table 9 Projected Characteristics Access

SYSTEM: ACCESS										
PREPARED BY: IBI/CTG										
FLEET CHARACTERISTICS:	2005 Actual	2006 Actual	2007 Estimated	2008 Planned	2009 Planned	2010 Planned	2011 Planned	2012 Planned	FY 2013 Planned	
Fixed Route:										
Peak-Hour Fleet	0	0	0	0	0	0	0	0	0	0
Spare Vehicles for Maintenance and Other Purposes	0	0	0	0	0	0	0	0	0	0
Spare Ratio	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Energy Contingency Reserve	0	0	0	0	0	0	0	0	0	0
Subtotal Fixed Route Vehicles	0	0	0	0	0	0	0	0	0	0
Demand Response:										
Peak-Hour Fleet	81	81	81	81	81	81	81	81	81	81
Spare Vehicles	8	8	8	8	8	8	8	8	8	8
Total Vehicles	89	89	89	89	89	89	89	89	89	89
New Expansion Vehicles Delivered	0	0	0	0	0	0	0	0	0	0
New Replacement Vehicles Delivered	0	23	21	37	13	23	23	23	23	23
FINANCIAL DATA:										
Fare Revenue (\$000's)	\$1,041.6	\$1,049.4	\$1,052.7	\$1,256.8	\$1,353.2	\$1,403.3	\$1,629.3	\$1,863.0	\$1,891.5	
Measure I Fare Subsidy (\$000)	\$110.6	\$108.6	\$102.8	\$101.6	\$101.3	\$103.5	\$107.2	\$105.1	\$104.1	
Operating Cost (\$000's)	\$7,864.7	\$8,751.0	\$9,591.5	\$11,453.6	\$12,033.4	\$12,631.9	\$13,129.0	\$13,514.0	\$14,008.4	
OPERATING CHARACTERISTICS:										
Revenue Vehicle Miles (000's)	2,627.2	2,694.5	2,694.5	2,694.5	2,694.5	2,694.5	2,694.5	2,694.5	2,694.5	
Total Vehicle Miles (000's)	3,361.5	3,459.3	3,459.3	3,459.3	3,459.3	3,459.3	3,459.3	3,459.3	3,459.3	
Revenue Vehicle Hours (000's)	160.1	163.5	163.5	163.5	163.5	163.5	163.5	163.5	163.5	
Total Vehicle Hours (000's)	207.4	214.9	214.9	214.9	214.9	214.9	214.9	214.9	214.9	
Linked Passengers (000's)	492.1	468.9	420.9	416.1	414.8	423.8	438.9	430.3	426.1	
Unlinked Passengers (000's)	492.1	468.9	420.9	416.1	414.8	423.8	438.9	430.3	426.1	
Full-Time Employee Equivalent	176	161	162	162	162	162	162	162	162	
PERFORMANCE CHARACTERISTICS:										
Revenue/Unlinked Passenger	\$2.12	\$2.24	\$2.50	\$3.02	\$3.26	\$3.31	\$3.71	\$4.33	\$4.44	
Cost/Unlinked Passenger	\$15.98	\$18.66	\$22.79	\$27.53	\$29.01	\$29.81	\$29.91	\$31.40	\$32.87	
Subsidy/Unlinked Passenger	\$13.87	\$16.42	\$20.28	\$24.51	\$25.75	\$26.50	\$26.20	\$27.07	\$28.44	
Cost/Revenue Vehicle Hour	\$49.12	\$53.53	\$58.67	\$70.06	\$73.60	\$77.26	\$80.30	\$82.66	\$85.68	
Passengers/Revenue Vehicle Hour	3.1	2.9	2.6	2.5	2.5	2.6	2.7	2.6	2.6	
Operating Ratio (Fares+Mile/Cost) ¹	14.7%	13.2%	12.0%	11.9%	12.1%	11.9%	13.2%	14.6%	14.2%	

NOTES:

1. Operating Ratio = (Fare Revenue + Measure I Subsidy)/Operating Cost. Does not include exemptions allowed by Transportation Development Act (TDA) law. Application of qualifying exemptions would result in a higher farebox recovery ratio for the years in which they could be applied.

Table 10 Summary of Six-Year (FY 2008-2013) Operating Expenses and Revenues (\$000)

Fiscal Year	Operating Expenses*	Operating Revenues					
		Passenger Revenue	LTF	STAF	FTA Sec. 5307	Measure "I"	Other Revenue
FIXED ROUTE	\$54,906.3	\$12,613.5	\$40,455.1	\$0.0	\$0.0	\$292.1	\$1,545.6
ACCESS	\$11,453.6	\$1,256.8	\$3,468.9	\$0.0	\$0.0	\$6,727.9	\$0.0
2007-2008	\$66,359.9	\$13,870.3	\$43,924.0	\$0.0	\$0.0	\$7,020.0	\$1,545.6
FIXED ROUTE	\$50,056.0	\$13,113.8	\$34,979.5	\$0.0	\$0.0	\$403.5	\$1,559.1
ACCESS	\$12,033.4	\$1,353.2	\$3,782.9	\$0.0	\$0.0	\$6,897.3	\$0.0
2008-2009	\$62,089.4	\$14,467.0	\$38,762.4	\$0.0	\$0.0	\$7,300.8	\$1,559.1
FIXED ROUTE	\$55,273.5	\$13,283.7	\$39,990.6	\$0.0	\$0.0	\$422.8	\$1,576.3
ACCESS	\$12,631.9	\$1,403.3	\$4,058.5	\$0.0	\$0.0	\$7,170.1	\$0.0
2009-2010	\$67,905.3	\$14,687.0	\$44,049.2	\$0.0	\$0.0	\$7,592.8	\$1,576.3
FIXED ROUTE	\$67,171.1	\$14,517.9	\$50,405.3	\$0.0	\$0.0	\$654.0	\$1,593.8
ACCESS	\$13,129.0	\$1,629.3	\$4,257.2	\$0.0	\$0.0	\$7,242.5	\$0.0
2010-2011	\$80,300.1	\$16,147.2	\$54,662.5	\$0.0	\$0.0	\$7,896.5	\$1,593.8
FIXED ROUTE	\$67,795.6	\$18,218.1	\$47,207.6	\$0.0	\$0.0	\$758.2	\$1,611.7
ACCESS	\$13,514.0	\$1,863.0	\$4,196.7	\$0.0	\$0.0	\$7,454.2	\$0.0
2011-2012	\$81,309.6	\$20,081.1	\$51,404.4	\$0.0	\$0.0	\$8,212.4	\$1,611.7
FIXED ROUTE	\$66,630.6	\$18,422.7	\$45,827.8	\$0.0	\$0.0	\$750.2	\$1,629.9
ACCESS	\$14,008.4	\$1,891.5	\$4,326.1	\$0.0	\$0.0	\$7,790.7	\$0.0
2012-2013	\$80,639.0	\$20,314.2	\$50,153.9	\$0.0	\$0.0	\$8,540.9	\$1,629.9
6-Year Total	\$438,603.3	\$99,566.9	\$282,956.4	\$0.0	\$0.0	\$46,563.5	\$9,516.5

* Excludes capitalized Preventive Maintenance, Leases, and Security for Fixed Route service.

Table 11 Summary of Six-Year (FY 2008-2013) Capital Costs and Funding (\$000)

Fiscal Year	Capital Expenses*	Capital Revenues						
		LTF	STAF	FTA SEC. 5307	FTA SEC. 5309	CMAQ	Measure "I"	Other Revenue
FIXED ROUTE	\$43,531.4	\$6,899.5	\$7,633.3	\$11,480.7	\$200.6	\$9,317.2	\$0.0	\$8,000.0
ACCESS	\$2,399.1	\$0.0	\$78.8	\$1,919.3	\$0.0	\$0.0	\$0.0	\$401.0
2007-2008	\$45,930.4	\$6,899.5	\$7,712.1	\$13,400.0	\$200.6	\$9,317.2	\$0.0	\$8,401.0
FIXED ROUTE	\$19,247.9	\$2,387.7	\$930.7	\$12,686.7	\$242.8	\$0.0	\$0.0	\$3,000.0
ACCESS	\$2,016.7	\$0.0	\$403.3	\$1,613.3	\$0.0	\$0.0	\$0.0	\$0.0
2008-2009	\$21,264.5	\$2,387.7	\$1,334.1	\$14,300.0	\$242.8	\$0.0	\$0.0	\$3,000.0
FIXED ROUTE	\$82,916.8	\$2,295.3	\$5,446.6	\$14,133.9	\$32,373.6	\$18,464.3	\$703.2	\$9,500.0
ACCESS	\$893.9	\$0.0	\$178.8	\$715.1	\$0.0	\$0.0	\$0.0	\$0.0
2009-2010	\$83,810.7	\$2,295.3	\$5,625.3	\$14,849.0	\$32,373.6	\$18,464.3	\$703.2	\$9,500.0
FIXED ROUTE	\$63,054.2	\$537.5	\$3,322.9	\$15,395.2	\$36,932.6	\$0.0	\$2,366.0	\$4,500.0
ACCESS	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
2010-2011	\$63,054.2	\$537.5	\$3,322.9	\$15,395.2	\$36,932.6	\$0.0	\$2,366.0	\$4,500.0
FIXED ROUTE	\$36,414.8	\$12,226.2	\$2,099.9	\$13,902.2	\$5,692.6	\$0.0	\$2,494.0	\$0.0
ACCESS	\$2,554.9	\$0.0	\$511.0	\$2,043.9	\$0.0	\$0.0	\$0.0	\$0.0
2011-2012	\$38,969.7	\$12,226.2	\$2,610.9	\$15,946.1	\$5,692.6	\$0.0	\$2,494.0	\$0.0
FIXED ROUTE	\$20,630.6	\$2,299.9	\$1,836.1	\$16,494.5	\$0.0	\$0.0	\$0.0	\$0.0
ACCESS	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
2012-2013	\$20,630.6	\$2,299.9	\$1,836.1	\$16,494.5	\$0.0	\$0.0	\$0.0	\$0.0
6-Year Total	\$273,660.2	\$26,646.0	\$22,441.4	\$90,384.8	\$75,442.2	\$27,781.5	\$5,563.2	\$25,401.0

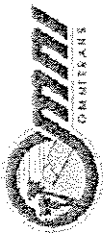
* Includes capitalized Preventive Maintenance, Leases, and Security for Fixed Route service.

Capital Project Tables

The tables in this section describe the capital projects to be undertaken by Omnitrans in the FY 2008-2013 period. They will be used by both Omnitrans and SANBAG in developing budgets, programming documents, and grant applications.

sbX PE, Environmental, TOD, and Construction

SRTP #: Omni Budget #: Project ID: 200625 Program Code: FTA Scope: 11.21.01 Status: _____ no change _____ new project _____ scope change _____ funding change _____ Local \$ > 20% _____		Project Description: SBX Program for San Bernardino Valley-wide Rapid Transit Program. Project Justification: Sbx program for San Bernardino Valley-wide Rapid Transit Program. This project includes the Preliminary Engineering, Transit Oriented Development, Project Management, Environmental Review, Final Design, Engineering, and Construction											
Significant Changes Since Last SRTP: The locally preferred alternative was selected and approved in FY06. Engineering and Environmental will begin in FY08. This project has been included in SCAGs RTP and RTP.													
POTENTIAL FUNDING SOURCES SUMMARY (IN \$000's)													
		Federal					State/Local						
Fiscal Year/Project		5307	5309	5310	CMAQ	In Kind	STAF	LTF	Prop 1B	Measure I	LTF Art. 3	STIP	TOTAL
2008	SBX - PE/Environmental	\$ 3,653					3,413	2,500				\$ 5,000	\$ 14,567
2009	SBX - Planned	\$ -							\$ 3,000			\$ -	\$ 3,000
2010	SBX - Planned	\$ -	\$ 32,374		\$ 1,720	\$ 4,500			\$ 5,000	\$ 703			\$ 44,297
2011	SBX - Planned	\$ -	\$ 36,933			\$ 4,500				\$ 2,366			\$ 43,799
2012	SBX - Planned	\$ -	\$ 5,693					\$ 10,814		\$ 2,494			\$ 19,001
2013	SBX - Planned	\$ -											\$ -
TOTAL		\$ 3,653	\$ 74,999	\$ -	\$ 1,720	\$ 9,000	\$ 3,413	\$ 13,314	\$ 8,000	\$ 5,563	\$ 5,000	\$ 5,000	\$ 124,663



sbX Vehicles

<p>SRTP #: 14</p> <p>Omni Budget #:</p> <p>Project ID: NEW</p> <p>Program Code:</p> <p>FTA Scope: 11.21.01</p> <p>Status: _____ no change _____ new project _____ scope change _____ funding change _____ Local \$ > 20%</p>	<p>Project Description: SBX Vehicles for San Bernardino Valley-wide Rapid Transit Program.</p> <p>Project Justification: Funding here provides for the purchase of 16 articulated coaches to be used for the Sbx project.</p> <p>Significant Changes Since Last SRTP:</p>
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POTENTIAL FUNDING SOURCES SUMMARY (IN \$000's)												
		Federal					State/Local					
		5307	5309	5310	CMAQ	In Kind	STAF	LTF	Prop 1B	Measure I	LTF Art. 3	STIP
Fiscal Year/Project												TOTAL
2008	SBX - PE/Environmental											\$ -
2009	SBX - Planned											\$ -
2010	SBX - Planned				\$ 14,427		\$ 3,607					\$ 18,034
2011	SBX - Planned											\$ -
2012	SBX - Planned											\$ -
2013	SBX - Planned											\$ -
TOTAL		\$ -	\$ -	\$ -	\$ 14,427	\$ -	\$ 3,607	\$ -	\$ -	\$ -	\$ -	\$ 18,034



Revenue Vehicles

SRTP #: Omni Budget #: Project ID: SBD090105 Program Code: FTA Scope: Status: _____ no change _____ new project _____ scope change _____ funding change _____ Local \$ > 20%	Project Description: Purchase replacement coaches. Vehicles will be equipped with wheelchair lift or low floor, two tie-downs, kneeling features, air conditioning and auxiliary equipment. Engines will be alternative fuel. Project Justification: Replacement Coaches are needed to replace coaches that have reached standard replacement life. Thirty (30) coaches are scheduled for replacement in FY2008, and then coaches will be replaced at approximately 15 coaches a year starting in 2010. Significant Changes Since Last SRTP: Omnitrans decided to smooth purchase of large coaches after FY2008. The plan is to purchase 15 coaches a year starting FY10. Omnitrans will utilize CMAQ funding when available. CMAQ funding moved from FY 2008 and 2009 to FY 2008, 2010.
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POTENTIAL FUNDING SOURCES SUMMARY (IN \$000's)										
Federal					State/Local					
Fiscal Year/Project	5307	5309	5310	CMAQ	JARC	STAF	LTF	AB2766	Carl Moyer	LTF Art. 3
2008 Revenue Vehicles - 30	\$ 826			\$ 9,317		\$ 2,536				\$ 12,679
2009 Revenue Vehicles - 15	\$ -			\$ -						\$ -
2010 Revenue Vehicles - 15	\$ 2,790			\$ 2,317		\$ 1,277				\$ 6,384
2011 Revenue Vehicles - 15	\$ 5,304					\$ 1,326				\$ 6,629
2012 Revenue Vehicles - 15	\$ 5,495			\$ -		\$ 1,374				\$ 6,869
2013 Revenue Vehicles - 15	\$ 5,692			\$ -		\$ 1,423				\$ 7,115
TOTAL	\$ 20,107	\$ -	\$ -	\$ 11,634	\$ -	\$ 7,935	\$ -	\$ -	\$ -	\$ 39,677



Service Vehicles

SRTP #: Omni Budget #: SBD31084 Project ID: Program Code: FTA Scope: Status: no change new project scope change funding change Local \$ > 20%		Project Description: Purchase replacement vehicles. Vehicles are used to provide service to the Omnitrans operation. The vehicles are used in Operations, Marketing and for Omnitrans support staff.
Project Justification: Replacement vehicles are replaced once they reached standard replacement life; 5 years or 100,000 miles. Service include: Supervisor Vans, Roadcall Repair Vehicles, Stops and Zones Repair and Maintenance Vehicles, Facility Repair and Maintenance Vehicles and other support vehicles. Replacements are planned as followed: 2008 - 7 vans, 1 roadcall truck, 1 marketing truck, 1 marketing trailer; 2009 - 2 marketing trucks, 9 vans, 1 marketing van; 2010 - 1 facilities truck, 1 lift truck, 6 leases vehicles; 2011 - 1 lift truck, 2012 - 1 roadcall truck, 24 leased vehicles; 2013 - 1 roadcall truck.		
Significant Changes Since Last SRTP:		

POTENTIAL FUNDING SOURCES SUMMARY (IN \$000's)											
Fiscal Year/Project	Federal				State/Local						
	5307	5309	5310	CMAQ	JA/RC	STAF	LTF	AB2768	Moyer	LTF Art. 3	STIP
2008 7 vans, 2 truck,	\$ 316					\$ 79					\$ 395
2009 Service Vehicles	\$ 486					\$ 122					\$ 608
2010 Service Vehicles	\$ 223					\$ 56					\$ 279
2011 Service Vehicles	\$ 46					\$ 12					\$ 58
2012 Service Vehicles	\$ 726					\$ 182					\$ 908
2013 Service Vehicles	\$ 36					\$ 9					\$ 45
TOTAL	\$ 1,834	\$ -	\$ -	\$ -	\$ -	\$ 459	\$ -	\$ -	\$ -	\$ -	\$ 2,293



Service Equipment

SRTP #: Omni Budget #: 200088 Program Code: FTA Scope: Status: <div style="display: flex; justify-content: space-between;"> <div>no change</div> <div>new project</div> </div> <div style="display: flex; justify-content: space-between;"> <div>scope change</div> <div>funding change</div> </div> <div style="display: flex; justify-content: space-between;"> <div>Local \$ > 20%</div> </div>	Project Description: Bus System - Service Equipment: Purchase maintenance equipment for east and west valley facilities. Project Justification: Equipment will be used to replace/supplement outmoded equipment now in use. The goal is to improve operational efficiency. Significant Changes Since Last SRTP:
--	--

POTENTIAL FUNDING SOURCES SUMMARY (IN \$000's)											
Federal					State/Local						
Fiscal Year/Project	5307	5309	5310	CMAQ	JA/RC	STAF	LTF	AB2766	Moyer	LTF Art. 3	STIP
2008 Service Equipment						\$ 60					\$ 60
2009 Service Equipment						\$ 75					\$ 75
2010 Service Equipment						\$ 11					\$ 11
2011 Service Equipment						\$ -					\$ -
2012 Service Equipment						\$ 24					\$ 24
2013 Service Equipment						\$ -					\$ -
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 171	\$ -	\$ -	\$ -	\$ -	\$ 171



Transit Enhancements

SRTP #: Omni Budget #: Project ID: 981111 Program Code: FTA Scope: Status:	no change new project scope change funding change Local \$ > 20%	Project Description: Transit - Enhancements, 1% Transit Enhancement.
Project Justification: This funding will be used to enhance pedestrian improvements in conjunction with city projects to increase accessibility to bus stops.		
Significant Changes Since Last SRTP:		

POTENTIAL FUNDING SOURCES SUMMARY (IN \$000's)													
		Federal					State/Local						
		5307	5309	5310	CMAQ	JA/RC	STAF	LTF	AB2760	Carl Moyer	LTF Art. 3	STIP	TOTAL
Fiscal Year/ Project													
2008	Transit Enhancements	\$ 135					\$ 34						\$ 169
2009	Transit Enhancements	\$ 143					\$ 36						\$ 179
2010	Transit Enhancements	\$ 148					\$ 37						\$ 186
2011	Transit Enhancements	\$ 154					\$ 38						\$ 192
2012	Transit Enhancements	\$ 159					\$ 40						\$ 199
2013	Transit Enhancements	\$ 165					\$ 41						\$ 206
TOTAL		\$ 905	\$ -	\$ -	\$ -	\$ -	\$ 226	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,132



Security

SRTP #: Omni Budget #: Project ID: 981114 Program Code: FTA Scope: Status: <div style="margin-left: 20px;"> <input type="checkbox"/> no change <input type="checkbox"/> new project <input type="checkbox"/> scope change <input type="checkbox"/> funding change <input type="checkbox"/> Local \$ > 20% </div>	Project Description: Transit - Security Capitalization of security costs. Project Justification: These expenditures are to abate operating costs by shifting the expenses to capital financing. According to FTA guidelines, at least 1% of Section 5307 funds must be used for security purposes. Significant Changes Since Last SRTP:
--	--

POTENTIAL FUNDING SOURCES SUMMARY (IN \$000's)														
		Federal						State/Local						
		5307	5309	5310	CMAQ	JA/RC	STAF	LTF	AB2766	Moyer	Carl	LTF Art. 3	STIP	TOTAL
Fiscal Year/ Project														
2008	1% Security	\$ 135						\$ 34						\$ 169
2009	1% Security	\$ 143						\$ 36						\$ 179
2010	1% Security	\$ 148						\$ 37						\$ 186
2011	1% Security	\$ 154						\$ 38						\$ 192
2012	1% Security	\$ 159						\$ 40						\$ 199
2013	1% Security	\$ 165						\$ 41						\$ 206
TOTAL		\$ 905	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 226	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,132



Preventive Maintenance

SRTP # 4 Omni Budget #: Project ID: Program Code: FTA Scope: Status: <div style="display: flex; justify-content: space-between;"> <div>no change</div> <div>new project</div> </div> <div style="display: flex; justify-content: space-between;"> <div>scope change</div> <div>funding change</div> </div> <div style="display: flex; justify-content: space-between;"> <div>Local \$ > 20%</div> </div>	<div> Project Description: Bus System - General: Capitalization of preventive maintenance </div> <div> Project Justification: </div> <div> Significant Changes Since Last SRTP: OmniTRANS funds Preventative Maintenance after funding all capital programs. This number will fluctuate with each SRTP as new programs become critical for OmniTRANS </div>
--	--

POTENTIAL FUNDING SOURCES SUMMARY (IN \$000's)												
		Federal					State/Local					
		5309	5310	CMAQ	JA/RC	STAF	LTF	AB2766	Carl Moyer	LTF Art. 3	STIP	TOTAL
Fiscal Year/ Project	5307											
2008 Preventative Maintenance	\$ 1,445						\$ 3,581					\$ 5,026
2009 Preventative Maintenance	\$ 8,824						\$ 2,206					\$ 11,031
2010 Preventative Maintenance	\$ 8,478						\$ 2,119					\$ 10,597
2011 Preventative Maintenance	\$ 1,413						\$ 353					\$ 1,766
2012 Preventative Maintenance	\$ 4,876						\$ 1,219					\$ 6,094
2013 Preventative Maintenance	\$ 8,393						\$ 2,098					\$ 10,491
TOTAL	\$ 33,428	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,577	\$ -	\$ -	\$ -	\$ -	\$ 45,005



Management Information Systems

SRTP #: Omni Budget #: SBD31055 Program Code: FTA Scope: Status: <div style="display: flex; justify-content: space-between;"> <div>no change</div> <div>new project</div> </div> <div style="display: flex; justify-content: space-between;"> <div>scope change</div> <div>funding change</div> </div> <div style="display: flex; justify-content: space-between;"> <div>Local \$ > 20%</div> <div></div> </div>	Project Description: Transit - Administration Equipment: Purchase Management Information Systems (MIS) for East and West Valley facilities and provide training for new/upgraded equipment. Project Justification: MIS equipment will be used to replace/supplement outmoded equipment now in use and incorporate new technologies. The goal is to improve operational efficiency. Significant Changes Since Last SRTP:
--	--

POTENTIAL FUNDING SOURCES SUMMARY (IN \$000's)											
Federal					State/Local						
Fiscal Year/Project	5307	5309	5310	CMAQ	JA/RC	STAF	LTF	AB2766	Moyer	Carl	TOTAL
2008 Management Information Systems	\$ 1,084					\$ 271					\$ 1,355
2009 Management Information Systems	\$ 1,929					\$ 482					\$ 2,411
2010 Management Information Systems	\$ 1,104					\$ 276					\$ 1,380
2011 Management Information Systems	\$ 5,648					\$ 1,412					\$ 7,060
2012 Management Information Systems	\$ 1,525					\$ 381					\$ 1,907
2013 Management Information Systems	\$ 855					\$ 214					\$ 1,069
TOTAL	\$ 12,146	\$ -	\$ -	\$ -	\$ -	\$ 3,036	\$ -	\$ -	\$ -	\$ -	\$ 15,182



Office Equipment

SRTP #: Omni Budget #: Project ID: SBD31073 Program Code: FTA Scope: Status: <div style="display: flex; justify-content: space-between;"> <div> no change new project scope change funding change Local \$ > 20% </div> <div> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> </div> </div>	Project Description: Transit - Administration Equipment: Purchase office equipment for East and West Valley facilities. Project Justification: Equipment will be used to replace worn out furnishings, expand and update administrative/support capabilities. The goal is to improve operational efficiency. Significant Changes Since Last SRTP:
--	--

POTENTIAL FUNDING SOURCES SUMMARY (IN \$000's)															
		Federal					State/Local								
		5307	5309	5310	CMAQ	JA/RC	STAF	LTF	AB2766	Carl Moyer	LTF Art. 3	STIP	TOTAL		
Fiscal Year/Project															
2008	Office Eq. & Furniture								\$	10				\$	10
2009	Office Eq. & Furniture								\$	11				\$	11
2010	Office Eq. & Furniture								\$	11				\$	11
2011	Office Eq. & Furniture								\$	12				\$	12
2012	Office Eq. & Furniture								\$	12				\$	12
2013	Office Eq. & Furniture								\$	12				\$	12
TOTAL		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 68	\$ -	\$ -	\$ -	\$ -	\$ 68



Stops and Zones

SRTP #: Omni Budget #: Project ID: SBD31075 Program Code: FTA Scope: Status: <div style="margin-left: 20px;"> no change new project scope change funding change Local \$ > 20% </div>	Project Description: Bus System - Passenger Facilities (Benches, Shelters, etc.) Purchase stops and zones equipment to replace, improve, or enhance stops in fixed-route operation. Project Justification: Equipment will be used to replace/supplement current amenities at fixed-route bus stops. Equipment is needed to accommodate continuation and expansion of fixed-route service. Significant Changes Since Last SRTP:
---	--

POTENTIAL FUNDING SOURCES SUMMARY (IN \$000's)												
Fiscal Year/Project		Federal					State/Local					TOTAL
		5307	5309	5310/CMAQ	JARC	STAF	LTF	AB2766	Carl Moyer	LTF Art. 3	STIP	
2008	Stop and Zones	\$ 20				\$ 5						\$ 25
2009	Stop and Zones	\$ 50				\$ 13						\$ 63
2010	Stop and Zones	\$ 21				\$ 5						\$ 27
2011	Stop and Zones	\$ 32				\$ 8						\$ 39
2012	Stop and Zones	\$ 66				\$ 16						\$ 82
2013	Stop and Zones	\$ 34				\$ 8						\$ 42
TOTAL		\$ 223	\$ -	\$ -	\$ -	\$ 56	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 279



Replacement Paratransit Vehicles

S RTP #: Omni Budget #: Project ID: 20040211 Program Code: FTA Scope: Status:	Project Description: Paratransit - Vehicles (Repl. Gas/Diesel). Purchase replacement paratransit vans. Vans will be lift equipped and run on conventional fuel source, unless a CARB approved engine is found that meets Omnitrans service requirements. Project Justification: Vehicles being replaced will have reached standard replacement life of 4 years/100,000 miles. The following replacements are planned: 2008 - 25, 2009 - 25, 2010 - 10, and 2012 - 25. Significant Changes Since Last SRTP: The funding pattern of the Paratransit fleet changed as Omnitrans moved up delivery of Paratransit Vehicles. Omnitrans took delivery of 25 vehicles in FY 2006 and should take delivery of an additional 25 in FY 2007. This will "smooth" the replacement pattern.
--	--

POTENTIAL FUNDING SOURCES SUMMARY (IN \$000's)											
Federal						State/Local					
Fiscal Year/Project	5307	5309	5310	CMAQ	JA/RC	STAF	LTF	AB2766	Carl Moyer	LTF Art. 3	STIP
2008 Paratransit Vehicles - 25	\$ 1,557		\$ 401			\$ 441					\$ 2,399
2009 Paratransit Vehicles - 25	\$ 1,613					\$ 403					\$ 2,017
2010 Paratransit Vehicles - 10	\$ 715					\$ 179					\$ 894
2011 Paratransit Vehicles	\$ -					\$ -					\$ -
2012 Paratransit Vehicles - 25	\$ 2,044					\$ 511					\$ 2,555
2013 Paratransit Vehicles	\$ -					\$ -					\$ -
TOTAL	\$ 5,929	\$ -	\$ 401	\$ -	\$ -	\$ 1,534	\$ -	\$ -	\$ -	\$ -	\$ 7,864



Capitalization of Leases

SRTP #: Omni Budget #: Project ID: SBD43012 Program Code: FTA Scope: Status: <div style="display: flex; justify-content: space-between;"> <div>no change</div> <div>new project</div> </div> <div style="display: flex; justify-content: space-between;"> <div>scope change</div> <div>funding change</div> </div> <div>Local \$ > 20%</div>	Project Description: Capitalization of Operating facility leases for West Valley Access and Omnilink service/ Voice/data communications base station and antenna tower sites. This also includes capitalization of the Tire Lease
Project Justification: Omnitran does not own appropriate property and facilities for these purposes and therefore these expenditures can be shifted to capital financing	Significant Changes Since Last SRTP: During the FY2008 budget year Omnitran made a decision to Capitalize its tire lease in accordance with capitalization procedures. This had a significant impact on the increase expenditures in Capitalization of Leases total funding request

POTENTIAL FUNDING SOURCES SUMMARY (IN \$000's)											
Federal						State/Local					
Fiscal Year/Project	5307	5309	5310	CMAQ	JARC	STAF	LTF	AB2766	Carl Moyer	LTF Art. 3	STIP
2008 Capitalization of Leases	\$ 561						\$ 140				\$ 701
2009 Capitalization of Leases	\$ 583						\$ 146				\$ 729
2010 Capitalization of Leases	\$ 555						\$ 139				\$ 694
2011 Capitalization of Leases	\$ 583						\$ 146				\$ 729
2012 Capitalization of Leases	\$ 612						\$ 153				\$ 765
2013 Capitalization of Leases	\$ 642						\$ 160				\$ 802
TOTAL	\$ 3,536	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 884	\$ -	\$ -	\$ -	\$ 4,420



Revenue Equipment

SRTP #: 16 Omni Budget #: _____ Project ID: 20040805 Program Code: _____ FTA Scope: _____ Status: _____ no change _____ new project _____ scope change _____ funding change _____ Local \$ > 20%	Project Description: Improvement, upkeep, or replacement of equipment used in revenue service. Project Justification: Significant Changes Since Last SRTP:
---	--

POTENTIAL FUNDING SOURCES SUMMARY (IN \$000's)												
		Federal					State/Local					
		5307	5309	5310	CMAQ	JA/RC	STAF	LTF	AB2766	Carl Moyer	LTF Art. 3	STIP
Fiscal Year/Project												
2008	Revenue Equipment											\$ -
2009	Revenue Equipment											\$ -
2010	Revenue Equipment											\$ -
2011	Revenue Equipment											\$ -
2012	Revenue Equipment											\$ -
2013	Revenue Equipment	\$ 398					\$ 100					\$ -
TOTAL		\$ 398	\$ -	\$ -	\$ -	\$ -	\$ 100	\$ -	\$ -	\$ -	\$ -	\$ 498



Alternative Fueling Facilities

SRTP #: Omni Budget #: Project ID: 20040829 Program Code: FTA Scope: Status: <div style="display: flex; justify-content: space-between;"> <div> no change new project scope change funding change Local \$ > 20% </div> <div> </div> </div>	Project Description: Transit - Fueling Facilities Rehabilitation and maintenance of alternative fueling facilities. Project Justification: Various maintenance equipment will be replaced, repaired and/or refurbished to enhance fueling capabilities and to replace parts that have become worn or no longer able to meet up-to-date air quality standards. Refurbishment will occur every 4 years. Significant Changes Since Last SRTP:
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POTENTIAL FUNDING SOURCES SUMMARY (IN \$000's)											
Federal						State/Local					
Fiscal Year/Project	5307	5309	5310	CMAQ	JA/RC	STAF	LTF	AB2766	Carl Moyer	LTF Art. 3	STIP
2008 Alt. Fueling Facilities Maint.	\$ 62					\$ 16					\$ 78
2009 Alt. Fueling Facilities Maint.	\$ 65					\$ 16					\$ 81
2010 Alt. Fueling Facilities Maint.	\$ 153					\$ 38					\$ 191
2011 Alt. Fueling Facilities Maint.	\$ 102					\$ 26					\$ 128
2012 Alt. Fueling Facilities Maint.	\$ 120					\$ 30					\$ 150
2013 Alt. Fueling Facilities Maint.	\$ 75					\$ 19					\$ 93
TOTAL	\$ 577	\$ -	\$ -	\$ -	\$ -	\$ 144	\$ -	\$ -	\$ -	\$ -	\$ 721



Chino Transitcenter

<p>SRTP #: Omni Budget #: 20020807</p> <p>Project ID: 20020807</p> <p>Program Code:</p> <p>FTA Scope:</p> <p>Status: <input checked="" type="checkbox"/> no change <input type="checkbox"/> new project <input type="checkbox"/> scope change <input type="checkbox"/> funding change <input type="checkbox"/> Local \$ > 20%</p>	<p>Project Description: The Chino Transit Center serves as the transportation hub for Omnitrans West Valley Service and provides inter-county transit connections to Los Angeles and Orange Counties. Phase II of the project involves building additional bus bays for future inter-county routes to/from Los Angeles and Riverside counties.</p> <p>Project Justification: The existing facility has reached capacity with three different transit agencies stopping at this location.</p> <p>Significant Changes Since Last SRTP:</p>
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POTENTIAL FUNDING SOURCES SUMMARY (IN \$000's)													
Fiscal Year/Project		Federal					State/Local						TOTAL
		5307	5309	5310	CMAQ	JA/RC	STAF	LTF	AB2766	Carl Moyer	LTF Art. 3	STIP	
2008	Chino Transcenter	\$ -					\$ -						\$ -
2009	Chino Transcenter	\$ 267					\$ 67						\$ 333
2010	Chino Transcenter	\$ -					\$ -						\$ -
2011	Chino Transcenter	\$ 1,754					\$ 439						\$ 2,193
2012	Chino Transcenter	\$ -					\$ -						\$ -
2013	Chino Transcenter	\$ -					\$ -						\$ -
TOTAL		\$ 2,021	\$ -	\$ -	\$ -	\$ -	\$ 505	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,526



Ontario Transitcenter

SRTP #: Omni Budget #: Project ID: 981118 Program Code: FTA Scope: Status: _____ no change _____ new project _____ scope change _____ funding change _____ Local \$ > 20%	Project Description: In conjunction with the city of Ontario, Omnitrans is creating a transitcenter in downtown Ontario, California. This project was funded in FY2006 for \$190,654 and in FY2007 at \$200,640. These amounts were funded with FTA 5309 and STAF funds.
Project Justification: The funding for this project was appropriated in 2008 under SAFETA-LU. The funding was for four years and started in FY06. Omnitrans will only need to provide a match to the FTA Section 5309 Funding.	
Significant Changes Since Last SRTP: The amount budgeted in FY 08 is a result of Section 5309 FY07 Appropriations.	

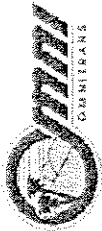
POTENTIAL FUNDING SOURCES SUMMARY (IN \$000's)											
Federal				State/Local							
Fiscal Year/Project	5307	5309	5310 CMAQ	JA/RC	STAF	LTF	AB2766	Carl Moyer	LTF Art. 3	STIP	TOTAL
2008 Ontario Transitcenter	\$ -	\$ 201			\$ 50						\$ 251
2009 Ontario Transitcenter	\$ -	\$ 243			\$ 61						\$ 303
2010 Ontario Transitcenter	\$ -										\$ -
2011 Ontario Transitcenter	\$ -										\$ -
2012 Ontario Transitcenter	\$ -										\$ -
2013 Ontario Transitcenter	\$ -										\$ -
TOTAL	\$ -	\$ 443	\$ -	\$ -	\$ 111	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 554



Chaffey Transcenter

SRTP #: Omni Budget #: Project ID: Program Code: FTA Scope: Status: <input checked="" type="checkbox"/> no change <input type="checkbox"/> new project <input type="checkbox"/> scope change <input type="checkbox"/> funding change <input type="checkbox"/> Local \$ > 20%	Project Description: The Chaffey College Transit Center will provide a centralized location for several Omnitrans routes to pick-up and drop off passengers integrated into the campus. The stop will have shelters, seating areas and information kiosks. Project Justification: The student population of the Chaffey College campus continues to grow. Providing convenient public transportation service can reduce the demand for parking stalls and provide opportunities for post-high school education for young adults that do not own a car. Significant Changes Since Last SRTP: Chaffey Transcenter is scheduled to STIP funding in FY08 to pursue this project.
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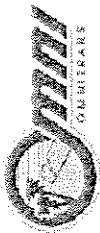
POTENTIAL FUNDING SOURCES SUMMARY (IN \$000's)														
Fiscal Year/Project		Federal						State/Local						
		5307	5309	5310	CMAQ	JA/RC	STAF	LTF	AB2766	Moyer	Carl	LTF Art. 3	STIP	TOTAL
2008	Chaffey Transcenter	\$ -											\$ 3,000	\$ 3,000
2009	Chaffey Transcenter	\$ -												\$ -
2010	Chaffey Transcenter	\$ -												\$ -
2011	Chaffey Transcenter	\$ -												\$ -
2012	Chaffey Transcenter	\$ -												\$ -
2013	Chaffey Transcenter	\$ -												\$ -
TOTAL		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000	\$ 3,000



Mid-Valley Facility

SRTP #: _____ Omni Budget #: _____ Project ID: _____ Program Code: _____ FTA Scope: _____ Status: _____	Project Description: Transit - Administrative & Maintenance Facility, Architectural, engineering, and construction costs for development of site for revenue service. Phase I is for the development of the Paratransit Facility.
no change _____ new project _____ scope change _____ funding change _____ Local \$ > 20% _____	Project Justification: The Mid Valley Phase I project is to develop a Paratransit facility to replace the existing Rancho Cucamonga facility that is currently being leased by Omnitrans. This funding is in addition to the funding received in the FY07 Budget. The FY07 budget amount is \$15,993,047.
Significant Changes Since Last SRTP:	

POTENTIAL FUNDING SOURCES SUMMARY (IN \$000's)														
		Federal						State/Local						
		5307	5309	5310	CMAQ	JARC	STAF	LTF	AB2766	Carl Moyer	LTF Art. 3	STIP	TOTAL	
Fiscal Year/Project														
2008	Architecture/design	\$ 2,633						\$ 624	\$ 575					\$ 3,831
2009	Architecture/design	\$ -						\$ -						\$ -
2010	Architecture/design	\$ -						\$ -						\$ -
2011	Architecture/design	\$ -						\$ -						\$ -
2012	Architecture/design	\$ -						\$ -						\$ -
2013	Architecture/design	\$ -						\$ -						\$ -
TOTAL		\$ 2,633	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 624	\$ 575	\$ -	\$ -	\$ -	\$ -	\$ 3,831



Mid-Life Vehicle Rehabilitation

SRTP #: Omni Budget #: Project ID: 200089 Program Code: FTA Scope: Status: <div style="display: flex; justify-content: space-between;"> <div>no change</div> <div>new project</div> </div> <div style="display: flex; justify-content: space-between;"> <div>scope change</div> <div>funding change</div> </div> <div style="display: flex; justify-content: space-between;"> <div>Local \$ > 20%</div> </div>	Project Description: Bus System - Buses Rehab - Midlife repair of coaches and replacement of worn/outdated parts. Project Justification: Omnitrans replaces and updates and overhalls parts on buses in order to keep them running Significant Changes Since Last SRTP:
--	--

POTENTIAL FUNDING SOURCES SUMMARY (IN \$000's)												
Fiscal Year		Federal				State/Local						
		5307	5309	5310	CMAQ	JARC	STAF	LTF	AB2766	Carl Moyer	LTF Art. 3	STIP
Program/ Budget												
2008	Mid-life Rehab	\$ 280						\$ 70				\$ 350
2009	Mid-life Rehab	\$ -										\$ -
2010	Mid-life Rehab	\$ -										\$ -
2011	Mid-life Rehab	\$ -										\$ -
2012	Mid-life Rehab	\$ -										\$ -
2013	Mid-life Rehab	\$ -										\$ -
TOTAL		\$ 280	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 70	\$ -	\$ -	\$ -	\$ 350



Facility Improvements

SRTP #: Omni Budget #: 20020806 Project ID: 20020806 Program Code: FTA Scope: Status: _____ no change _____ new project _____ scope change _____ funding change _____ Local \$ > 20%	Project Description: Transit - Facilities: Improvement/upkeep of existing facilities. Project Justification: Facility improvements and upkeep are necessary to make sure that they are kept in working order and do not fall into disrepair. Each year the maintenance department identifies specific projects that are include in this allocation. Significant Changes Since Last SRTP:
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POTENTIAL FUNDING SOURCES SUMMARY (IN \$000's)														
Fiscal Year/Project		Federal								State/Local				
		5307	5309	5310	CMAQ	JAIRC	STAF	LTF	AB2766	Carl Moyer	LTF Art. 3	STIP	TOTAL	
2008	Facility Improvements	\$ 692					\$ 173						\$ 865	
2009	Facility Improvements	\$ 197					\$ 49						\$ 246	
2010	Facility Improvements	\$ 513					\$ 128						\$ 641	
2011	Facility Improvements	\$ 205					\$ 51						\$ 257	
2012	Facility Improvements	\$ 163					\$ 41						\$ 203	
2013	Facility Improvements	\$ 40					\$ 10						\$ 50	
TOTAL		\$ 1,808	\$ -	\$ -	\$ -	\$ -	\$ 452	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,261	

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 14

Date: May 2, 2007

Subject: Profile of Transit Riders in San Bernardino County

Recommendation:* Receive the Profile of Transit Riders in San Bernardino County Final Report

Background: As part of the development of a Long Range Transit Plan (LRTP) for San Bernardino County the consultant, Parsons Transportation Group, is to prepare a summary of transit riders in the County. Originally, it was anticipated that only the four rural transit agencies would need to be surveyed because other rider survey information would be made available from the other three operators. Therefore rider surveys were conducted for the transit services administered by the cities of Barstow and Needles, the Morongo Basin Transit Authority (MBTA), and the Mountain Area Regional Transit Authority (MARTA). A survey of riders using the Victor Valley Transit Authority (VVTa) service was conducted as part of the Growth and Operations Analysis that has just been recently completed. Metrolink also conducts periodic surveys of its weekday and weekend riders. The survey information from these two operators has been included in the report. A separate survey needed to be conducted for Omnitrans and the information obtained in that survey assisted in the validation of the mode-split model used for both the "E" Street bus rapid transit and Redlands Passenger Rail studies.

A copy of the final report is included with this agenda item.

*

Approved
Board of Directors

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

Whenever possible the county-wide data is presented in two formats: unweighted and weighted. The unweighted data summarizes the results in a format that treats all survey respondents equally. The weighted data summarizes the results in a format that weights each response in proportion to the total daily ridership on each transit system.

Weekday Transit Rider Profile

County-wide 51% of the weekday riders are female. Four of the seven systems have a higher percentage of female riders; Metrolink at 53%, VVTA at 55%, Barstow at 60% and Needles at 64%.

The median age of all riders is approximately 35 years. Fifteen percent of the riders are under 20 years of age. Omnitrans, VVTA, MARTA, and MBTA carry a large percentage of young riders. Metrolink and Needles carry the lowest percentage of young riders. And only 6% of the riders are over 60 years old. Not surprisingly, many of the smaller systems (MARTA, MBTA, Barstow and Needles) carry a higher percentage of elderly individuals.

Hispanics represent 39% of all riders, with Omnitrans carrying the highest percentage (43%) followed by Metrolink at 29%, VVTA at 27% and Barstow at 21%.

Almost half of the riders are from households with incomes of less than \$20,000. For the Barstow and Needles systems, the percent of riders for household with incomes less than \$20,000 were 86% and 85% respectively. Whereas, the median income for Metrolink riders is over \$60,000.

Seventy-eight (78%) of the riders did not have an auto available for the trip they were making. Seventy-five percent (75%) of the Metrolink riders did have an auto available.

Only 36% of the riders possess a driver's license and more than 70% of those without a license live in household where someone else does have a license.

Sixty percent (60%) of the rider use transit at least five days a week; with Metrolink and Omnitrans having the highest percentages at 67% and 62% respectively. Almost half of the riders have been riding for more than two years.

The most common trip purpose was for work (46%), followed by school (14%). Work trips were highest for Metrolink (87%), Omnitrans (41%), and VVTA (40%). Both VVTA and Omnitrans have a higher percentage of school trips being made at 21% and 16% respectively.

Two-thirds of the riders walked to arrive at their transit stop and to reach their final destination. Nearly 70% of the Metrolink riders drove to the origin station and 51% transferred to another transit system to reach their destination.

Eighty-eight percent (88%) of the riders are satisfied with the overall transit service. Omnitrans and Needles received over 90% approval rating. VVTA received the highest unfavorable response (21%).

Service aspects receiving the highest level of satisfaction include: safety, both at the bus stops and on vehicles; driver and conductor courtesy; and ease of getting schedule information and understanding schedule information. Service aspects receiving lower ratings of satisfaction include: weekend services and amenities at bus stops.

Weekend Metrolink Rider Profile

Metrolink was the only transit system that had information on weekend riders. The gender of weekend riders is more equally divided (50% male and female on Saturdays and 51% male on Sundays). The weekday ridership is 53% female.

Less than 5% of the weekday riders are under 20 years of age, whereas 16% of the weekend riders are under 20 years. There is also a larger percentage of seniors riding on the weekends.

Hispanic riders comprise about 29% of the weekday ridership and about 45% of the weekend ridership.

Whereas 11% of the weekday riders are from households with incomes of less than \$20,000, 41% of the weekend riders are from households with incomes below \$20,000.

Three quarters of the weekday ridership have an auto available for their trip making and only 41% of the weekend riders do.

Weekend riders use Metrolink less frequently (32% at least once per week) and the median duration is between one and two years.

The primary trip purpose for weekend riders is to visit family and friends (52%). Copies of the profile will be given to each of the transit operators so that they can use the information relative to their respective systems in developing marketing programs and in addressing improvements to the system attributes.

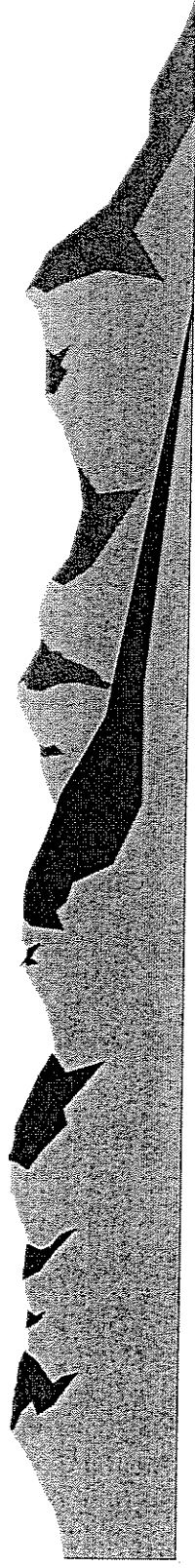
Financial Impact: The work performed to prepare the profile of transit riders completes one of the tasks contained in the scope of work for the LRTP. The LRTP is being developed under Task 30907000 and the funding source is LTF – Planning.

Reviewed By: This item was unanimously received by the Plans and Programs Committee on April 18, 2007. *(Meeting chaired by Paul Eaton)*

Responsible Staff: Michael Bair, Director of Transit and Rail Programs

San Bernardino County Transit Rider Profile

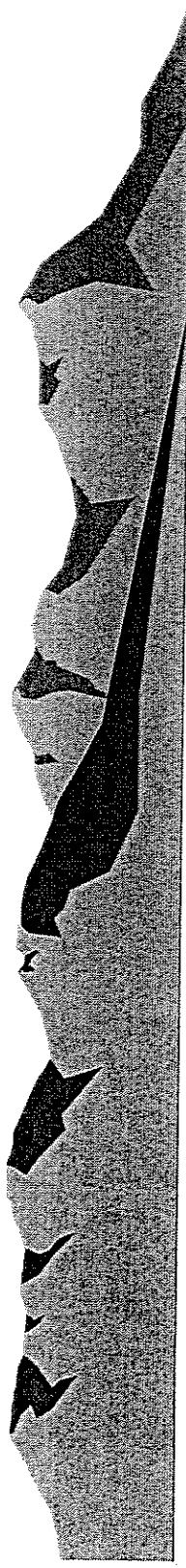
Presented by
Parsons Transportation Group



San Bernardino County Transit Rider Profile

Objectives

- In 2005 SANBAG hired PTG to compile a comprehensive database of transit riders in San Bernardino County.
- The database used information from recently completed surveys, when available, and newly designed surveys, when necessary.
- The surveys covered all public transit services operating in San Bernardino County.
- The database includes:
 - Demographic data (Who are you?);
 - Travel data (Where are you going and why?); and
 - Customer satisfaction data (How do you like the service?)



San Bernardino County Transit Rider Profile

Summary Information

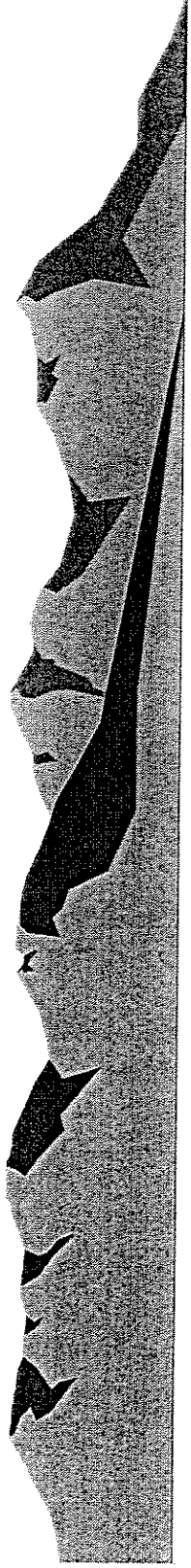
- Several Surveys Conducted between 2003 and 2006
- Omnitrans (San Bernardino Valley – Local and Express Bus Routes)
 - Rider and Non-Rider Attitude and Awareness Study (Customer Satisfaction Questions) Conducted by CIC Research for Omnitrans in October-December 2003
 - Demographic and Trip Data (Including Origin and Destination Data) Collected and Geocoded by Applied Management Planning Group (AMPG) in March and April, 2006
- Metrolink (Regional Commuter Rail Serving San Bernardino County)
 - Weekday Service Data Collected by Strategic Consulting and Research (SCR) for Southern California Railroad Association (SCRRA) in April-June, 2004
 - Weekend Service Data Collected by SCR in 2005
- Victor Valley Transit Authority (VVTA – Local Bus Routes)
 - Data Collected by Urbitran in April, 2006
- Local Bus Services in Outlying Communities
 - Mountain Area Regional Transit Authority (MARTA); Morongo Basin Transit Authority (MBTA); City of Barstow (Operated by MV Transportation Inc.); and Needles Area Transit
 - Data Collected by AMPG in April, 2005



San Bernardino County Transit Rider Profile

Survey Responses

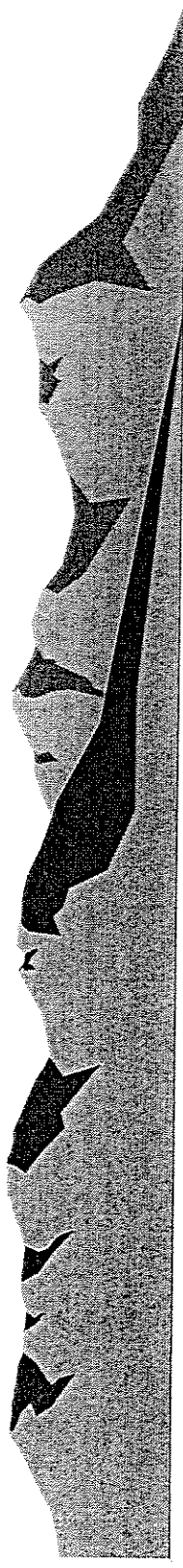
- Omnitrans Surveys
 - 400 Attitude and Awareness Surveys Completed by Riders, Plus 400 Surveys Completed by Non-Riders (2003)
 - 4,055 Demographic and Travel Surveys Completed (2006)
- Metrolink Surveys
 - 13,688 Weekday Surveys Completed in Region, 2,622 in San Bernardino County (2004)
 - 2,439 Weekend Surveys Completed in Region, 1,586 in San Bernardino County (2005)
- Victor Valley Transit Authority Survey (2006)
 - 772 Completed Surveys Collected
- Mountain and Outlying Areas Surveys (2005)
 - Mountain Area Regional Transit Authority – 273 Completed
 - Morongo Basin Transit Authority – 274 Completed
 - City of Barstow – 224 Completed
 - Needles – 79 Completed



San Bernardino County Transit Rider Profile

Typical Survey Questions

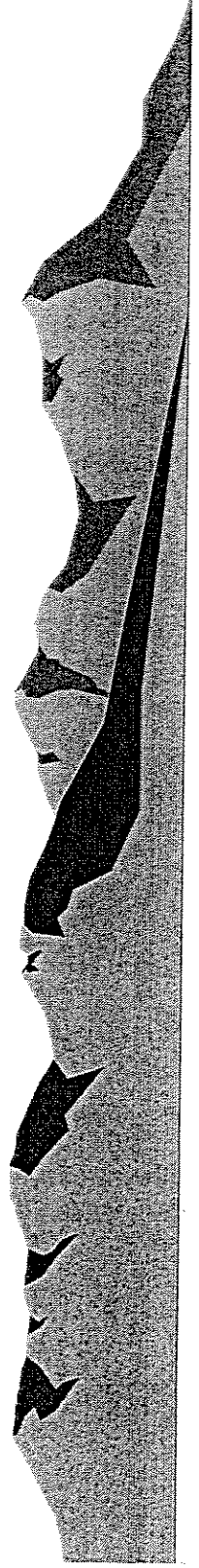
- Although Several Different Survey Mechanisms were Used, They all Included Some Common Questions
- Demographic Data
 - Personal characteristics (age, gender, race, etc.)
 - Household information (income, family size, etc.)
- Travel Data
 - Where does this trip start and finish?
 - Why are you making this trip?
 - Why are you using transit?
- Customer Satisfaction
 - How do you like various aspects of the service?
 - How important are those service aspects to you?



San Bernardino County Transit Rider Profile

Survey Results – Demographic Data

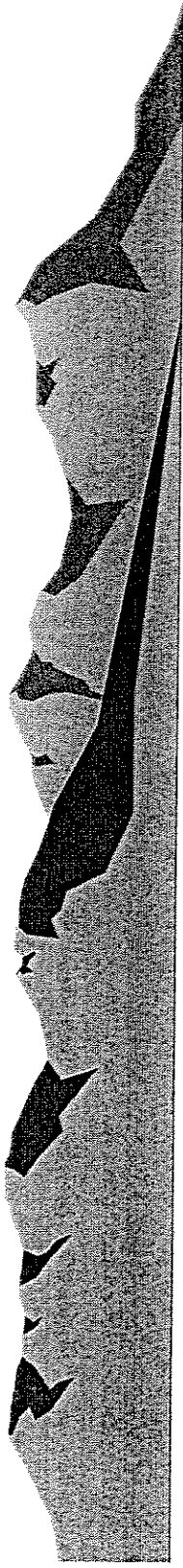
- Hispanic, Caucasian and African American Ethnic Groups each Account for over 20% of Total Ridership in County
 - Hispanic Riders Represent 39% of Total Ridership, Based on Survey Responses
 - Hispanic Riders Predominate on Omnitrans, with 43% of Ridership
 - Actual Percentage of Hispanic Riders is Probably Higher because of High Refusal Rates for Undocumented Aliens
 - Caucasian Riders Account for Plurality on All other Systems, with between 32% and 62% of Riders
- Median Household Income of Transit Riders is Approximately \$20,000
 - Approximately 85% of Riders on Barstow and Needles Services Have Median Household Incomes of Less than \$20,000
 - The Median Household Income for Metrolink Riders is over \$60,000



San Bernardino County Transit Rider Profile

Survey Results – Demographic Data

- 78% of Total Transit Riders Did not Have an Automobile Available to Make their Trip
 - Over 90% of Riders on Barstow and Needles Services Did not Have an Automobile Available
 - 75% of Weekday Metrolink Riders Did Have an Automobile Available
- Only 36% of Transit Riders Have a Driver's License
 - 51% of Morongo Basin Riders Have Driver's License, This is the Only Service with More than 50% (Metrolink Survey Did not Ask about Driver's Licenses)
 - 72% of Riders Come from Household where Someone Else Has a Driver's License



San Bernardino County Transit Rider Profile

Survey Results – Trip Making Data

- The Most Common Trip Purpose is Work or Work Related (46%), Followed by School (14%)
 - Metrolink Trips are almost Entirely Work Related (87%)
 - Omnitrans and VVTA Service each Have Approximately 40% Work Trips
 - Mountain and Outlying Area Services each Carry Less than 35% Work Trips
- Over 60% of Transit Riders Use the Service at Least Five Days per Week
 - There is a Strong Correlation between Frequency of Usage and Commuting for Work Trips
 - Service with High Shares of Work Trips Have High Shares (59-67%) of Daily Riders
 - Service with Low Shares of Work Trips Have Low Shares (24-42%) of Daily Riders



San Bernardino County Transit Rider Profile

Survey Results – Customer Satisfaction

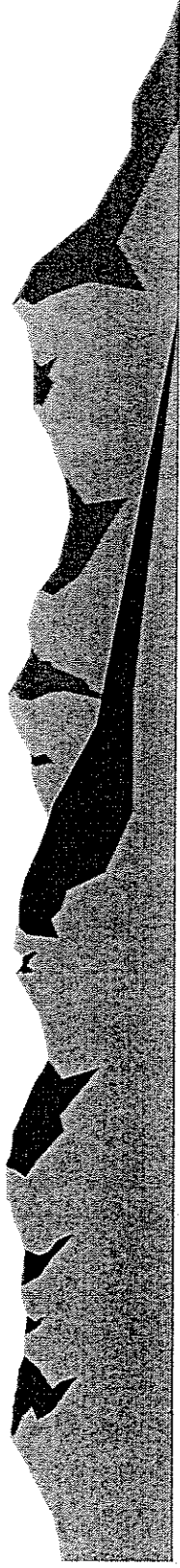
- 88% of Transit Riders are Satisfied with the Transit Service
 - All Services Except VTA Attained Satisfaction Ratings of at least 80 Percent
 - Omnitrans and Needles both Attained Satisfaction ratings of 90% or Higher
 - VTA has Lowest Satisfaction Rating, with 65% Satisfied and 21% Dissatisfied
- Aspects of Service with the Highest Satisfaction Ratings Include:
 - Safety (both on Vehicles and at Stops);
 - Courtesy of Drivers and Conductors; and
 - Ease of Getting and Understanding Information
- Aspects of Service with the Lower Satisfaction Ratings Include:
 - Weekend Services; and
 - Amenities at Stops
- Aspects of VTA Service that Scored Significantly Below other Services Include:
 - Service Hours, Service Frequency, and Travel Time;
 - Safety on Vehicles; and
 - Cleanliness of Vehicles



San Bernardino County Transit Rider Profile

Database Format

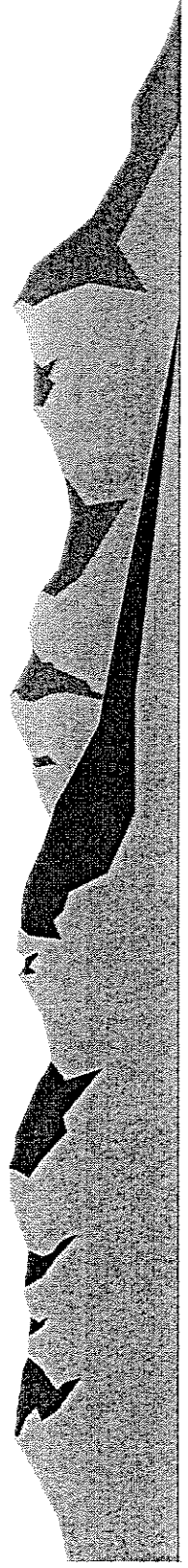
- Separate Databases are Maintained for each of the Transit Surveys Conducted in the County
- Each Database Includes Information about the Transit Routes Used by the Respondents
- The Database can be Used to Cross-Tabulate Responses to Different Questions
- The Database for the Year 2006 Omnitrans Survey Includes Origin/Destination Data
 - This Information is Used for Service Planning and for Validation of Travel Forecasting Models



San Bernardino County Transit Rider Profile

Report Summary

- SANBAG Profile of Transit Riders – Final Report was Completed by Parsons in March, 2007
- Chapter 1 of the Report is a 4-page Overview of Transit Services and Recent Transit Surveys in the County, Including:
 - A description of the study area and service providers; and
 - Descriptions of the individual surveys of transit riders.
- Chapter 2 Presents a Summary of the Data Derived from the Transit Surveys of Mid-week Transit Riders in the County, Including:
 - A summary of the rider profiles for each system (e.g. gender, age, ethnicity, income, auto availability);
 - Frequency and duration of usage of the transit services;
 - Trip-making data (trip purpose, access and egress modes);
 - Customer satisfaction and perceived importance of various aspects of transit service; and
 - Composite and comparison data for different service providers in the county.
- Chapter 3 Presents a Summary of the Mid-week and Weekend Survey Data Collected from Metrolink Riders.
- The Appendix includes the survey instruments for the different surveys.



- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 15

Date: May 2, 2007

Subject: Transportation Development Act (TDA) Claimant Audit Services

Recommendation:* Approve Amendment No. 3 to Contract 06-008 with Miers & Miers CPA, increasing the contingency amount by \$20,000 to provide extra work performed for the years ending June 30, 2005 and 2006, for a new contract authority of \$262,278 as identified in the Financial Impact Section.

Background: The Board of Directors, at their August 3, 2005 meeting approved the selection of Miers & Miers, CPA to perform the fiscal and compliance audits for all TDA Claimants and Measure I Pass-Through recipients for Fiscal Years 2005, 2006 and 2007 with the ability to renew for two additional years. The current Letter of Engagement was approved by the Board of Directors in June 2006.

Pursuant to PUC Section 99245, SANBAG, as the regional transportation agency, is responsible for ensuring that all claimants to whom an allocation of TDA funds has been made submit an annual certified fiscal audit of the funds received. The contract amount did not contain sufficient authority for unforeseen or changed circumstances that were encountered during audits the Victor Valley Transit Authority's (VVTA) and Mountain Area Regional Transit Authority's (MARTA). The approved Letter of Engagement provides that cost for additional work is based on actual time spent at standard hourly rates plus direct out-of-pocket expenses. The Letter of Engagement remains unchanged; however, this item seeks an amendment to increase the contract contingency amount by \$20,000 to cover additional cost incurred for the VVTA & MARTA audits.

*

*Approved
Board of Directors*

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

This year the total number of audits required under the contract is fifty-three; twenty-three are funded with TDA Administrative funds.

Financial Impact: This item is consistent with the FY 2006-2007 budget. The amendment will increase the contract contingency amount for TDA Audits by \$20,000, Task No. 50207000. This amendment increases the total contract authority to \$262,278. Funding source for this amendment is Local Transportation Fund – Administration Funds.

Reviewed By: This item was reviewed by the Administrative Committee on April 11, 2007 and unanimously recommended for approval. (*Meeting chaired by Lawrence Dale*)

Responsible Staff: Michael Bair, Director of Transit and Rail Programs
Deborah Barmack, Director of Management Services
Victoria Baker, Senior Transit Analyst

SANBAG Contract No. 06-008-03

by and between

San Bernardino Associated Governments

and

Miers & Miers, LLP, CPA

for

TDA & Measure I Pass-Through Recipients and Small Transit Operators Audits**FOR ACCOUNTING PURPOSES ONLY**

<input checked="" type="checkbox"/> Payable	Vendor Contract # _____	Retention:	<input type="checkbox"/> Original
<input type="checkbox"/> Receivable	Vendor ID <u>MM6</u>	<input type="checkbox"/> Yes _____ % <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Amendment

Notes:

Original Contract:	\$ <u>101,640</u>	Previous Amendments Total:	\$ <u>119,598</u>
Contingency Amount:	\$ <u>5,060</u>	Previous Amendments Contingency Total:	\$ <u>15,980</u>
		Current Amendment:	\$ _____
		Current Amendment Contingency:	\$ <u>20,000</u>

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL → \$ 262,273

↓ Please include funding allocation for the original contract or the amendment.

Task	Cost Code	Funding Sources	Grant ID	Amounts
50207000	5556	LTF - Administration	_____	\$ <u>20,000</u>
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____

Original Board Approved Contract Date: <u>8/3/05</u>	Contract Start: <u>8/3/05</u>	Contract End: <u>6/2/08</u>
New Amend. Approval (Board) Date: <u>5/2/07</u>	Amend. Start: <u>--</u>	Amend. End: <u>6/30/08</u>

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:

Approved Budget Authority →	Fiscal Year: <u>2006/2007</u> \$ <u>20,000</u>	Future Fiscal Year(s) – Unbudgeted Obligation →	\$ _____
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Is this consistent with the adopted budget? ☒ Yes ☐ NoIf yes, which Task includes budget authority? 50207000If no, has the budget amendment been submitted? ☐ Yes ☐ No**CONTRACT MANAGEMENT****Please mark an "X" next to all that apply:**☐ Intergovernmental ☒ Private ☐ Non-Local ☐ Local ☐ Partly LocalDisadvantaged Business Enterprise: ☐ No ☒ Yes Veteran%Task Manager: Michael BairContract Manager: Victoria BakerMichael Bair 4-3-07
Task Manager Signature Date[Signature] 4/3/07
Chief Financial Officer Signature Date[Signature] 4-3-07
Task Manager Signature DateVictoria L. Baker 4-3-07
Contract Manager Signature Date

Filename: A06008-3-vlb.doc

DISCUSSION ITEMS

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 16

Date: May 2, 2007

Subject: Set Date for Election of Officers for 2007/2008

Recommendation:* Set election for President and Vice President of the SANBAG Board of Directors to be conducted at the June 6, 2007, meeting.

Background: In accordance with the SANBAG Bylaws, the Board of Directors annually elects officers of the organization. This item sets the election of officers for the June 6, 2007, meeting of the SANBAG Board. Section B of the SANBAG Bylaws indicates:

The Office of President shall alternate annually between county representatives and city representatives. In years when the President is a county representative, the Vice President shall be a city representative and vice versa.

In accordance with the SANBAG bylaws, the newly selected Vice President should be a member of the Board of Supervisors. SANBAG Policy No. 10002, stipulates that the SANBAG Vice President shall serve as Chair of the Administrative Committee. An informal practice has been established which rotates the city office holders among West Valley, East Valley, and Mountain/Desert city members; however, this informal practice will have no bearing on the June 2007 election. A Chronology of Officers is attached to this agenda item for information. New officers will take office at the July meeting of the Board of Directors.

*

Approved
Board of Directors

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

Financial Impact: This item has no financial impact on the SANBAG budget. Staff activities related to officer elections is consistent with the adopted SANBAG budget, Task ISF07.

Reviewed By: This item has not been reviewed by any SANBAG policy committee.

Responsible Staff: Deborah Robinson Barmack
Director of Management Services

SANBAG Chronology of Officers

List of Officers who have served on the SANBAG Board of Directors from 1973 to the present.

Term	President	Vice President
Jan. 2007- Dec. 2007	Dennis Hansberger Board of Supervisors	Lawrence Dale City of Barstow
July 2006- Dec. 2006	Dennis Hansberger Board of Supervisors	James Lindley City of Hesperia
2005-2006	Kelly Chastain City of Colton	Dennis Hansberger Board of Supervisors
2004-2005	Paul Biane Board of Supervisors	Kelly Chastain City of Colton
2003-2004	Bill Alexander City of Rancho Cucamonga	Paul Biane Board of Supervisors
2002-2003	Bill Postmus Board of Supervisors	Bill Alexander City of Rancho Cucamonga
2001-2002	Jim Bagley City of Twentynine Palms	Bill Postmus Board of Supervisors
2000-2001	Dennis Hansberger Board of Supervisors	Jim Bagley City of Twentynine Palms
1999-2000	Robert Christman City of Loma Linda	Dennis Hansberger Board of Supervisors
1998-1999	Kathy A. Davis Board of Supervisors	Robert Christman City of Loma Linda
1997-1998	David Eshleman City of Fontana	Kathy A. Davis Board of Supervisors
1996-1997	Jon Mikels Board of Supervisors	David Eshleman City of Fontana
1995-1996	Jim Busby City of Victorville	Jon Mikels Board of Supervisors
1994-1995	Jerry Eaves Board of Supervisors	Jim Busby City of Victorville
1993-1994	Laurie Tully-Payne City of Highland	Jerry Eaves Board of Supervisors
1992-1993	Barbara Cram Riordan Board of Supervisors	Laurie Tully-Payne City of Highland

-2-

1991-1992	Larry Rhinehart City of Montclair	Robert Hammock Board of Supervisors
1990-1991	Marsha Turoci Board of Supervisors	Larry Rhinehart City of Montclair
1990-1991	A.W. Bill Speyers City of Big Bear Lake	Marsha Turoci Board of Supervisors
1989-1990	Larry Walker Board of Supervisors	A.W. Bill Speyers City of Big Bear Lake
1988-1989	Elmer Digneo City of Loma Linda	Larry Walker Board of Supervisors
1987-1988	Jon Mikels Board of Supervisors	Elmer Digneo City of Loma Linda
1986-1987	Frank Carpenter City of Upland	Jon Mikels Board of Supervisors
1985-1986	Barbara Cram Riordan Board of Supervisors	Jon Mikels City of Rancho Cucamonga
1984-1985	Edward Dondelinger City of Adelanto	Barbara Cram Riordan Board of Supervisors
1983-1984	David McKenna Board of Supervisors	Edward Dondelinger City of Adelanto
1982-1983	John Longville City of Rialto	David McKenna Board of Supervisors
1981-1982	Cal McElwain Board of Supervisors	John Longville City of Rialto
1980-1981	Homer Briggs City of Ontario	Cal McElwain Board of Supervisors
1979-1980	Robert Hammock Board of Supervisors	Homer Briggs City of Ontario
1978-1979	Chresten Knudsen City of Redlands	Joe Kamansky Board of Supervisors
1977-1978	Robert Townsend Board of Supervisors	George Goldsmith City of Barstow
1976-1977	Eileen Carter City of Chino	Robert Townsend Board of Supervisors
1975-1976	James Mayfield Board of Supervisors	Jack Cummings City of Redlands
1974-1975	John McCarthy City of Upland	James Mayfield Board of Supervisors
1973-1974	Nancy Smith Board of Supervisors	John McCarthy City of Upland

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 17

Date: May 2, 2007

Subject: SANBAG 2007/2008 Proposed Budget

- Recommendation:***
1. Presentation of the 2007/2008 Proposed Budget; and
 2. Receive the SANBAG Work Program for 2007/2008 for senior management; and
 3. Schedule the Board of Directors Budget Workshop for 9:00 a.m., Wednesday, May 9, 2007, to be held in conjunction with the Administrative Committee meeting; and
 4. Schedule the public hearing and adoption of the 2007/2008 Budget for the June 6, 2007 Board of Directors' Meeting.

Background: The 2007/2008 proposed budget has been developed, and the proposed budget documents and the work program will be distributed to members of the Board at the May 2, 2007 meeting.

The budget process began in January 2007, with the adoption of the 2007/2008 Budget Schedule. During the months of March and April, SANBAG policy committees reviewed the task descriptions and budgets under their purview, with new activity and estimated encumbrances. Additionally, the Administrative Committee has reviewed agency wide program budgets, the fringe/indirect allocations, revenue projections, planned expenditures and revenue projections.

As part of the Budget Schedule adoption, the date for the Board of Director's workshop has been scheduled for 9:00 a.m., Wednesday, May 9, 2007. This

*

Approved
Board of Directors

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

workshop provides an opportunity for additional policy discussion and direction regarding the proposed budget. The budget workshop will be held in conjunction with the Administrative Committee meeting

SANBAG is required to publish notice of the time and place of the public hearing for adoption of the annual budget (Public Utilities Code Sec. 130103/Government Code Sec. 6061). The Budget Schedule also set the date for the public hearing for 9:30 a.m. on Wednesday, June 6, 2007.

In addition to presentation of the proposed SANBAG budget, this item presents the comprehensive Work Program for 2007/2008. The Work Program sets forth the performance targets for senior managers. This document will assist the Board in understanding the projects and programs to be worked on during the year. The Work Program is an essential management tool used to monitor programs and progress on specific projects.

Financial Impact: The 2007/2008 Budget establishes the financial, staffing, and work product authority for agency activities during the coming fiscal year. Estimated revenues for 2007/2008 are \$321,006,312 and expenditures, not including encumbrances, are \$301,112,234.

Reviewed By: All five of the SANBAG policy committees have reviewed task descriptions and budgets for activities under their purview. The Administrative Committee also reviewed elements related to the agency wide programs, expenditures, revenue projections and the fringe/indirect allocations.

Responsible Staff: Mark A. Grasso, Executive Director
Terrence J. McGuire, Chief Financial Officer

Minute Action

AGENDA ITEM: 18

Date: May 2, 2007

Subject: Organizational Re-Alignment

Recommendation:* Adopt the strategy for SANBAG organizational re-alignment required for implementation of Measure I 2010-2040.

Background: The blueprint for SANBAG's organizational re-alignment is presented as a strategy for moving forward over the next two to three years in preparation for the implementation of Measure I 2010-2040. The re-alignment proposal will require a number of changes to the organizational structure, employee classifications, reporting authority, and consequential salary schedules. Each of these elements requires detailed justification and approval by the SANBAG Board of Directors.

The proposed organizational re-alignment was developed as an element of the Executive Director's work program, which required a review of the current organizational chart, analysis of departmental resources, and recommendations for changes required to deliver Measure I 2010-2040. The proposed organizational re-alignment was presented to the SANBAG Board in December 2006 and to Administrative Committee in February and April 2007. The proposed re-alignment has been refined as a result of input received during those presentations.

This item proposes the following schedule for consideration of organizational re-alignment components to be implemented in 2007/2008:

1. Adoption of the strategy for SANBAG organizational re-alignment in May 2007.
2. Consideration of five new positions as part of the FY 2007/2008 budget adoption in June 2007.

*

	<p style="text-align: center;"><i>Approved</i> <i>Board of Directors</i></p> <p>Date: _____</p> <p>Moved: _____ Second: _____</p> <p>In Favor: _____ Opposed: _____ Abstained: _____</p> <p>Witnessed: _____</p>
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3. Review of salary survey and proposed equity adjustments for the SANBAG Administrative/Professional Group. May/June 2007.
4. Consideration of position reclassifications for three existing positions. May/June 2007.
5. Schedule consideration of additional elements of the organizational re-alignment in the following fiscal year, or as may be required.

Appropriate justification and financial impact for each of these actions will be presented for policy consideration. Each of the elements of re-alignment listed above will be submitted to the SANBAG Administrative Committee for review and for recommendation to the full Board of Directors for action. The financial implications of these actions are being anticipated in development of the proposed FY 2007/2008 SANBAG budget.

The recommendations for organizational re-alignment are delivered from the following perspective:

1. Risk Management
2. Proactive Involvement v. Reactive Representation
3. Organizational Depth
4. Succession Planning

The current SANBAG organization chart and the proposed organizational re-alignment chart are attached. The re-alignment chart represents recommendations and organizational structure which will be considered over the next two to three years.

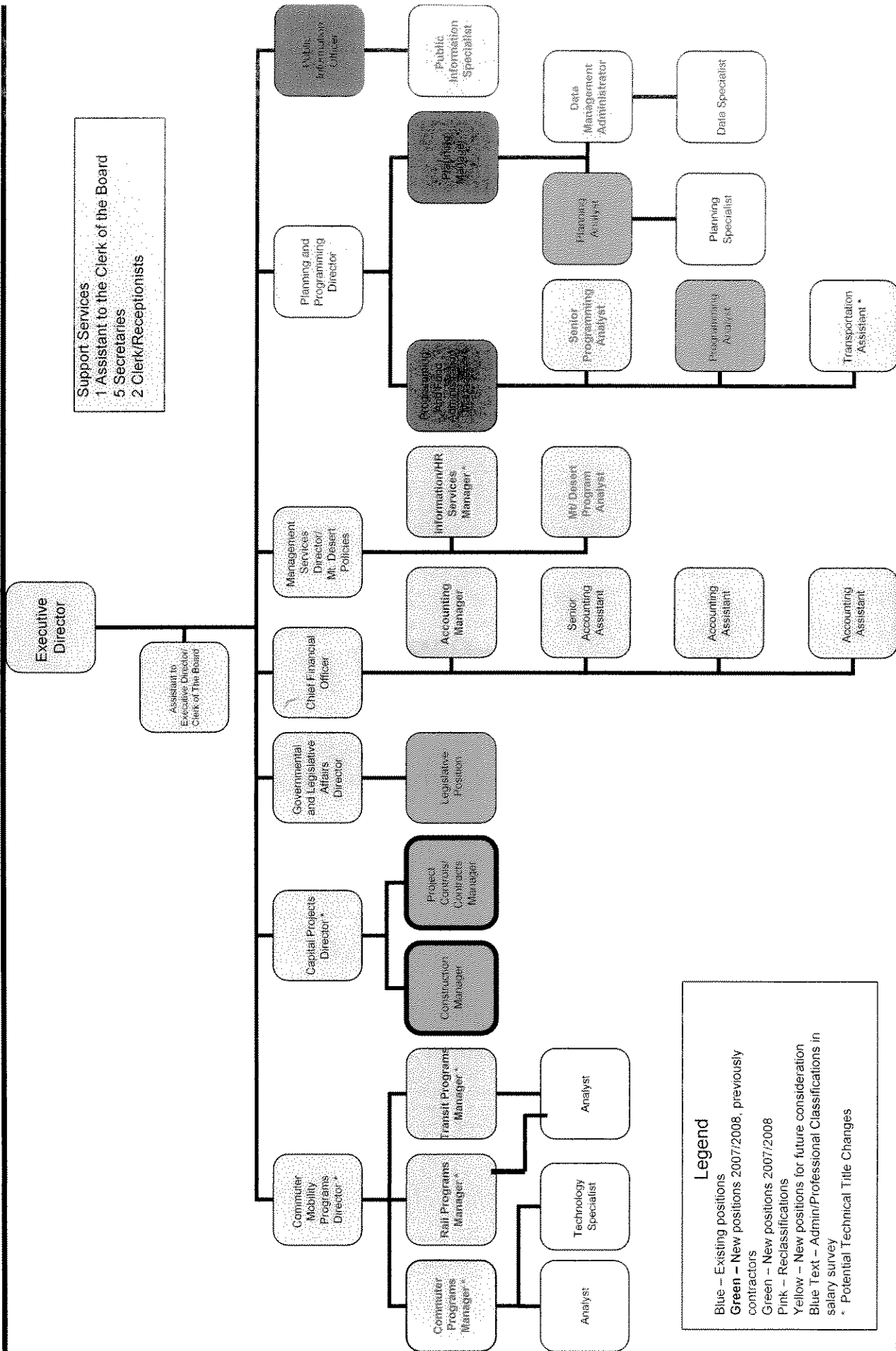
At the April Administrative Committee meeting, members requested additional information on comparable size, responsibilities, and salaries for other Southern California organizations similar to SANBAG. Additional information responding to this request will be presented at the May 2007 Administrative Committee meeting.

Financial Impact: Adoption of the organizational re-alignment strategy has no immediate impact to the 2006/2007 adopted budget. Consideration of the various components of the plan will have considerable financial impact and will be detailed at each step of implementation.

Reviewed By: The organizational re-alignment was discussed at the December 2006 Board of Directors meeting (*Chaired by Dennis Hansberger*) and the February and April 2007 Administrative Committee meetings (*Chaired by Lawrence Dale*). Adoption of the re-alignment strategy was unanimously recommended for approval by the Administrative Committee.

Responsible Staff: Tony Grasso, Executive Director

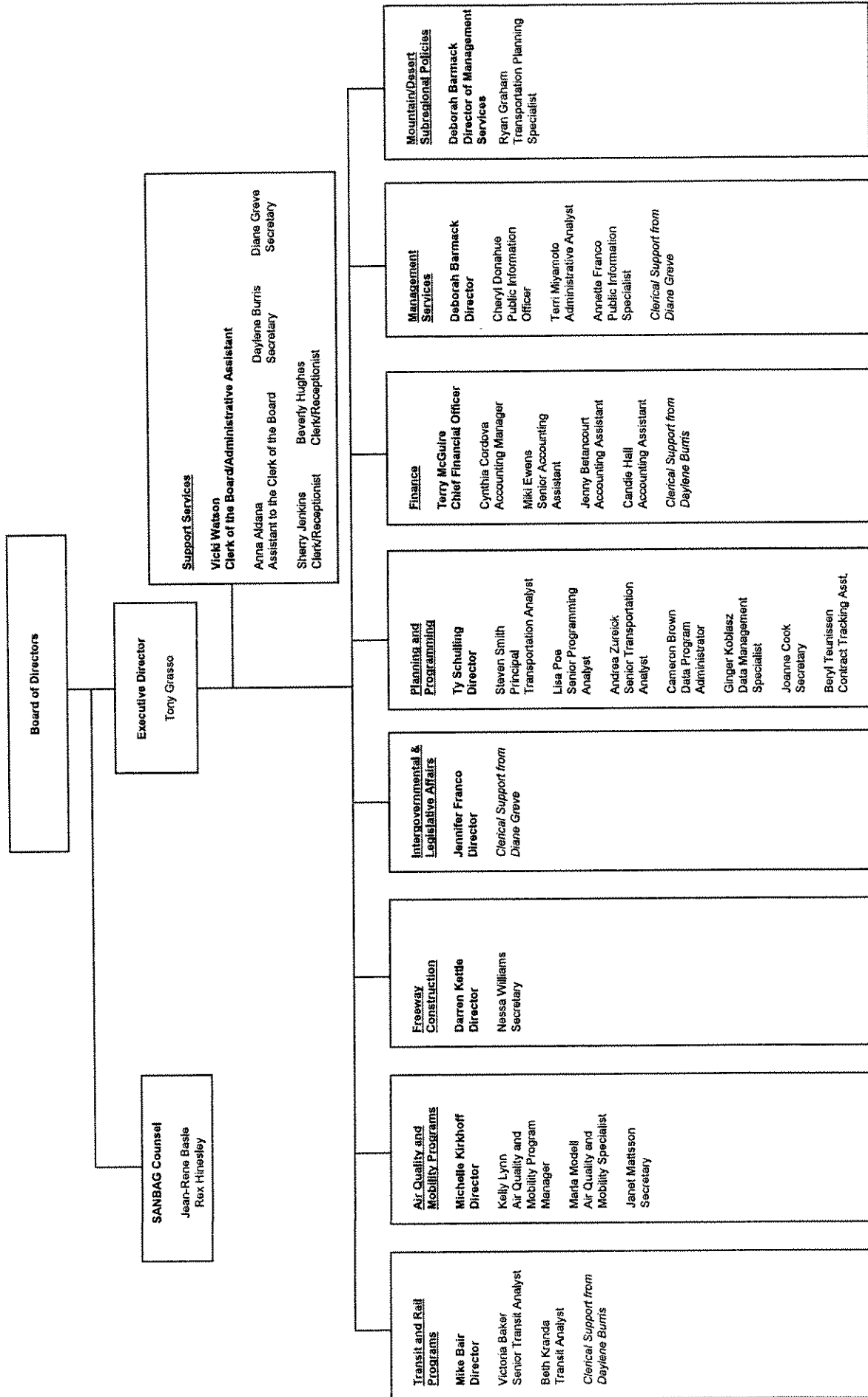
Proposed Organizational Re-Alignment Plan



Legend

Blue – Existing positions
Green – New positions 2007/2008, previously contractors
 Green – New positions 2007/2008
 Pink – Reclassifications
 Yellow – New positions for future consideration
 Blue Text – Admin/Professional Classifications in salary survey
 * Potential Technical Title Changes

SANBAG Organization Chart – Staffing



1 OF 1

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 19

Date: May 2, 2007

Subject: Southern California National Freight Gateway Partnership Agreement
(Agreement #C07-103)

Recommendation: 1) Receive updated presentation on the Southern California National Freight Gateway.

2) Approve Agreement #C07-103 with other Southern California Transportation Commissions, SCAG, the Ports, and State and Federal agencies to collaboratively formulate and implement freight movement and related air quality, other environmental, and community solutions for Southern California, the principal gateway for containerized imported goods entering the United States.

Background: On October 4, 2006, the SANBAG Board of Directors unanimously approved execution of a Memorandum of Understanding with other Southern California Transportation Commissions, SCAG, the Ports, and State and Federal agencies to collaboratively formulate and implement freight movement and related air quality, environmental, and community solutions for Southern California in its role as the principal gateway for containerized imported goods entering the United States. Continued negotiation with the state and federal agencies as described in following sections led to redrafting of the document as a Partnership Agreement based on federal experience in other states, although the objective is identical and the document's provisions are substantially the same.

Approved
Board of Directors

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

BRD0705a-ty
Attachments: C0103
11107000

The Objective

The objective of the MOU, and more recently the Partnership Agreement, is establishment of a process through which state and federal agencies would share responsibility and work collaboratively with the Southern California transportation agencies to address the infrastructure needs, environmental effects, and community impacts of increasing goods movement through Southern California. Early and active involvement by federal and state agencies in formulation of the freight movement and environmental improvement strategy is critical because Southern California's freight challenge is substantially an outgrowth of federal - and to a lesser extent state - policies on transportation and international trade. Within the past month, it has also become apparent that the South Coast Air Basin's ability to attain federal health standards for both fine particulates (PM2.5, 2015) and ozone (federal 8-hour standard, 2024) is largely contingent upon emission reductions from freight-related and other mobile sources well beyond levels contemplated in current plans. These sources are primarily within the regulatory authority of state and federal agencies (California Air Resources Board and United States Environmental Protection Agency). Absent appropriate action by the state and federal agencies, implementation of a Southern California freight movement system capable of the throughput levels desired by the federal government, or of supporting growth in the logistics sector of the regional economy, will not occur. This Agreement is designed to formalize shared responsibility for development and implementation of the freight movement, air quality, and environmental improvement strategy among federal, state, and regional agencies, and to change the federal and state agencies' role from review of and reaction to a final product, to collaboration in, and shared responsibility for, development and timely implementation of necessary strategies.

History

The potential for high-level federal collaboration to address Southern California's freight movement challenge emerged from a two-day, May 2005 conference on the National Environmental Policy Act at the University of California at Irvine (UCI), supported by SANBAG and SCAG. There, present and past Counsels to the White House Council on Environmental Quality (CEQ) received a presentation by SANBAG and SCAG staff on the impacts of U.S. international trade policy on the Southern California infrastructure and environment. Dinah Bear, General Counsel to CEQ in the George H. W. Bush, Clinton, and George W. Bush administrations, then invited and arranged for SANBAG and SCAG

staff, along with attorney Lindell Marsh, co-convenor of the UCI NEPA conference and member of the Board of Directors of the Washington DC-based Growth Management Institute, to present this information to ranking representatives of other federal agencies and to initiate discussions leading toward formalization of a collaborative working relationship. A second trip in January 2006 generated commitments from the Undersecretary or Director levels of the US Department of Transportation (DOT), Department of the Interior, US Trade Representative, US Fish and Wildlife Service, and US Environmental Protection Agency to enter into negotiations on an MOU with regional and state agencies for these purposes. Follow-on negotiations with Undersecretary Tyler Duvall at DOT and the Assistant Administrator of the Federal Maritime Administration, Julie Nelson, in part facilitated by staff to Senator Feinstein, continued to be encouraging. Other efforts have focused on obtaining similar commitments from state agencies: Business, Transportation and Housing (BTH) and the California Environmental Protection Agency (CalEPA). Within the past few weeks, constructive discussions with Dale Bonner, the newly appointed Secretary of Business, Transportation, and Housing for California, and Julie Nelson and her staff in Washington DC, suggest that success in "setting the table" is near after nearly two years' effort.

Following execution of the agreement, efforts will focus on establishment of the collaborative process needed to move forward, building on the outcomes of the existing Multi-County effort, to simultaneously finalize the regional freight movement systems plan and address the impending air quality conformity crisis in the South Coast Air Basin.

Financial Impact: This item is consistent with the approved Fiscal Year 2006-2007 SANBAG Budget.

Reviewed By: This item was reviewed and unanimously recommended for approval by the Plans and Programs Policy Committee on April 18, 2007. (*Meeting chaired by Paul Eaton*)

Responsible Staff: Ty Schuiling, Director of Planning and Programming

by and between
San Bernardino Associated Governments

and

Federal Agencies, State Agencies and Participating Transportation Commissions

for

Cooperative Development of Freight Gateway Strategy

FOR ACCOUNTING PURPOSES ONLY

<input type="checkbox"/> Payable	Vendor Contract # _____	Retention:	<input checked="" type="checkbox"/> Original
<input type="checkbox"/> Receivable	Vendor ID _____	<input type="checkbox"/> Yes _____ % <input type="checkbox"/> No	<input type="checkbox"/> Amendment

Notes:

Original Contract: \$ <u>0</u>	Previous Amendments Total: \$ _____
Contingency Amount: \$ _____	Previous Amendments Contingency Total: \$ _____
	Current Amendment: \$ _____
	Current Amendment Contingency: \$ _____

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL → \$ 0

↓ Please include funding allocation for the original contract or the amendment.

Task	Cost Code	Funding Sources	Grant ID	Amounts
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____

Original Board Approved Contract Date: 10/4/06 Contract Start: _____ Contract End: _____
New Amend. Approval (Board) Date: _____ Amend. Start: _____ Amend. End: _____

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:

Approved Budget Authority →	Fiscal Year: _____ \$ _____	Future Fiscal Year(s) - Unbudgeted Obligation →	\$ _____
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Is this consistent with the adopted budget? ☐ Yes ☐ No
If yes, which Task includes budget authority? _____
If no, has the budget amendment been submitted? ☐ Yes ☐ No

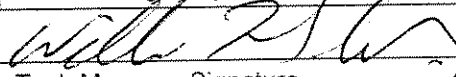
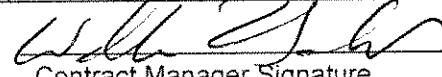
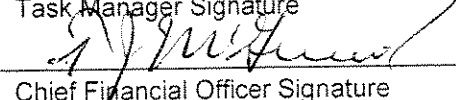
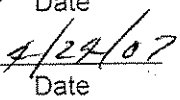
CONTRACT MANAGEMENT

Please mark an "X" next to all that apply:

☒ Intergovernmental ☐ Private ☐ Non-Local ☐ Local ☐ Partly Local

Disadvantaged Business Enterprise: ☒ No ☐ Yes _____ %

Task Manager: **Ty Schuiling** Contract Manager: **Ty Schuiling**

 Task Manager Signature	 Contract Manager Signature
 Chief Financial Officer Signature	 Date

Filename: C07103

C07103

SOUTHERN CALIFORNIA NATIONAL FREIGHT GATEWAY
PARTNERSHIP AGREEMENT
AMONG FEDERAL, STATE, REGIONAL AND LOCAL AGENCIES

Preamble

We the undersigned support a cooperative partnership for the Southern California National Freight Gateway that concurrently addresses growing freight throughput capacity balanced with environmental and community concerns in the Southern California National Freight Gateway Area (the Area). The USDOT has promulgated a *National Strategy to Reduce Congestion on America's Transportation Network*. The strategy incorporates a focus on major freight bottlenecks, including the Area, and expanding public outreach in the Area with various involved agencies and other public and private interests. This *National Strategy* incorporates the ideals of the USDOT *Framework for a National Freight Policy*. The *Framework* offers a vision and objectives to help public and private transportation stakeholders cooperatively pursue freight transportation improvements that support economic growth while also improving environmental quality.

The Challenge

Over 40 percent of all goods imported into the U.S. flow through Southern California, the largest port complex in the U.S., with the vast majority of these goods distributed throughout the country. The combination of increasing freight flows, the projected 25 percent population increase by 2030 and inadequate transportation infrastructure funding will intensify the congestion in the region's already overcrowded transportation system and increase hazards to the environment. Without major actions and assistance from all government levels to protect and enhance the environment, freight movements through the region will increase the already significant impacts on the quality of life in Southern California's communities and the environment overall. Air quality is of particular concern.

Pursuing sustainable and efficient regional freight transportation operations offers significant economic opportunities to the region in the form of additional business, more and better quality jobs, and enhanced local, State and federal tax revenues. Successful transportation improvement efforts in Southern California will require extensive collaboration by a large and diverse group of interested parties including Federal, State and numerous local entities; private industry; unions and the public. Important steps have already been taken at the Federal, State and local levels. Going forward, the outcome to be achieved is the priority connection of freight growth with protection and enhancement of the natural and human environment, to resolve the freight transportation issues facing Southern California.

Purpose

The purpose of this partnership agreement is to promote cooperation, coordination and collaboration among the signatories in the spirit of Section 101(a) of the National Environmental Policy Act (NEPA) and to advance projects for sustainable and efficient freight transportation

operations while all signatories pursue their normal responsibilities under the law. This agreement is not intended to limit, increase or affect the authority of any agency under the law. The undersigned agree to a mutual, overarching goal of working with all stakeholders in the Area to improve freight throughput capacity while protecting and enhancing the natural and human environment.

Commitments

In the spirit of Section 101(a) of NEPA and with the mutual understanding that this is a flexible working agreement among our respective agencies, we commit as follows:

- The Partners agree to use this agreement as the basis for a collegial and cooperative alliance to improve sustainable and efficient freight transportation operations in the Area, with a particular focus on air quality improvements;
- The Partners agree to use this forum as a means to promote better understanding among all stakeholders of underlying considerations and potential impacts and alternatives for proposed Southern California transportation projects;
- The Partners will develop a strategic framework for achieving sustainable and efficient freight transportation operations in the Area in harmony with California's Goods Movement Action Plan (<http://www.arb.ca.gov/gmp/docs/gmap-1-11-07.pdf>) including the assurance that all new freight projects meet environmental requirements, with an early focus on air quality issues;
- The Partners will consider improvements to the transportation decision-making and environmental review processes to expeditiously advance the objective of the Partnership;
- The Partners agree to build upon the existing environmental programs of ports and their tenants in order to work cooperatively to reduce air quality-related freight movement emissions consistent with the Area's air quality implementation plan;
- The Partners will establish agreed procedures and protocols in order to carry out the intent of this agreement in an efficient manner;
- Within 60 days of the signing of this agreement, senior management representatives of the Partners will meet, and will continue to meet twice a year through the term of this agreement, to discuss emerging problems, issues and priorities for each organization, and report on the status of the initiatives;
- In addition, each Partner will assign a contact person, within their respective organization, who will serve on a Steering Committee that will be responsible for setting the semi-annual meetings, tracking the status of the initiatives, and communicating results to internal and external stakeholders;
- The Partners agree to update this agreement periodically based upon accomplishments and new priorities.

Miscellaneous

The expenditure or advance of any money or the performance of any obligation of the United States under this agreement shall be contingent upon appropriation or allotment of funds in accordance with 31 USC 1341 (Anti-Deficiency Act).

Nothing in this Partnership Agreement shall have the effect of changing any existing provision of applicable Federal or State Law, regulations, or other agreements between the signatory agencies. All provisions of this Partnership Agreement are intended and shall be interpreted to

be consistent with all applicable provisions of Federal and State law. Nothing in this Partnership Agreement limits the discretion of the signatory agencies in carrying out their statutory and regulatory obligations.

The term of this agreement shall end on December 31, 2015 unless further extended by signatories. Any signatory may withdraw from this agreement by giving 90 days prior written notice to the other signatories.

IN WITNESS WHEREOF, the parties have signed this partnership agreement on the dates set forth below their signatures.

[The following signature blocks should be revised and completed as necessary by the individual organizations]

FEDERAL AGENCIES

Signature _____
Printed Name & Title _____
Deputy Maritime Administrator
Maritime Administration
U.S. Department of Transportation
Date: _____

Signature _____
Printed Name & Title _____
Regional Administrator for the Pacific Southwest Region
U.S. Environmental Protection Agency
Date: _____

Signature _____
Printed Name & Title _____
Deputy Maritime Administrator
Maritime Administration
U.S. Department of Transportation
Date: _____

Signature _____
Printed Name & Title _____
Manager of California and Nevada Operations
U.S. Fish and Wildlife Service
U.S. Department of the Interior
Date: _____

Signature _____
Printed Name & Title _____
Division Engineer representing the South Pacific Division
U.S. Army Corps of Engineers
Date: _____

Signature _____
Printed Name & Title _____
Regional Administrator of the Southwest Region
National Marine Fisheries Service
National Oceanic and Atmospheric Administration
U.S. Department of Commerce
Date: _____

STATE OF CALIFORNIA

Signature _____
Printed Name & Title _____
Business, Transportation & Housing
Date: _____

Signature _____
Printed Name & Title _____
California Resources Agency
Date: _____

Signature _____
Printed Name & Title _____
Environmental Protection Agency
Date: _____

REGIONAL/LOCAL AGENCIES

Signature _____
Printed Name & Title _____
Southern California Association of Governments
Date: _____

CTCs

Signature _____
Printed Name & Title _____
Los Angeles County Metropolitan Transportation Authority
Date: _____

Signature _____
Printed Name & Title _____
San Bernardino Associated Governments
Date: _____

Signature _____
Printed Name & Title _____
Riverside County Transportation Commission
Date: _____

Signature _____
Printed Name & Title _____
Ventura County Transportation Commission
Date: _____

Signature _____
Printed Name & Title _____
Imperial County
Date: _____

PORTS

Signature _____
Printed Name & Title _____
Long Beach Board of Harbor Commissioners
Date: _____

Signature _____
Printed Name & Title _____
Los Angeles Board of Harbor Commissioners
Date: _____

Signature

Printed Name & Title

Port of Hueneme, Oxnard Harbor District

Date:

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 20

Date: May 2, 2007

Subject: San Bernardino County Passenger Rail Fiscal Year 2008 – 2012 Short Range Transit Plan (SRTP)

Recommendation:* Adopt the San Bernardino County Passenger Rail Fiscal Year 2008 - 2012 SRTP.

Background: SANBAG, acting as the County Transportation Commission, requires each transit agency to prepare a multi-year operating and capital plan (SRTP) every other year. Generally the SRTP provides basic information on the transit services provided their performance, any needs and deficiencies, and a proposed plan for operations and capital investments covering the next five to six years. The enclosed San Bernardino County Passenger Rail SRTP has been prepared by staff with the assistance of our professional services contractor, SCS Consulting. Also Attachment 1 to this item provides a few slides summarizing the plan content.

Summary of the Passenger Rail Operating Plan

Overall the three Metrolink lines serving the San Bernardino Valley continue to perform very well. And while there is interest in expanding service on all three lines, the existing operating agreements with the Burlington Northern Santa Fe (BNSF) and Union Pacific (UP) will not allow for growth on the Inland Empire/Orange County or Riverside Lines. With the expectation that these operating agreements can be amended during the plan period, the SRTP does contain some funding for the expansion of service on these two lines in Fiscal Year 2011/2012.

*

*Approved
Board of Directors*

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

Primarily because of the public agency ownership of the railroad over which the San Bernardino Line operates, the SRTP does propose growth for this line. Initially, due to a shortage of equipment availability, increases in service are limited to the weekend and off-peak periods. The SRTP calls for implementing four (4) off-peak round trips (8 trains) during the weekday, four (4) round trips (8 trains) on Saturdays and five (5) round trips (10 trains) on Sundays. By Fiscal Year 2010/2011, there should be equipment available to add a peak hour round trip. The ability to actually implement the proposed service expansions on this line will also depend on the willingness of the Los Angeles County Transportation Authority (Metro) to participate in the operating and capital improvements subsidy.

The average weekday ridership for the baseline service on all three lines is expected to increase from 21,218 in Fiscal Year 2006/2007 to 26,669 by Fiscal Year 2011/2012 – reflecting a 25.7% increase. On the average weekday the San Bernardino Line is expected to carry 15,013 by Fiscal Year 2011/2012; an increase of 21.7% over Fiscal Year 2006/2007. The proposed expansion of weekday service on the San Bernardino Line is expected to increase the baseline average weekday ridership by 2,311 for a new total of 17,324. The IEOC Line is expected to carry an average of 6,692 passenger each weekday in Fiscal Year 2011/2012; an increase of 61%. The average weekday ridership for the Riverside Line is expected to be 4,964 by Fiscal Year 2011/2012; an increase of 5%.

The average Saturday ridership on the San Bernardino Line is expected to increase from 3,710 in Fiscal Year 2006/2007 to 5,404 (an increase of 45.7%) in Fiscal Year 2011/2012 with the proposed increase in trains. On Sundays the average ridership is expected to grow from 2,338 in Fiscal Year 2006/2007 to 4,243 (an increase of 81.5%) in Fiscal Year 2011/2012 with the proposed increase in trains.

The average Saturday ridership on the IEOC line is expected to increase from 930 in FY 2006/2007 to 1,027 (an increase of 10.4%) in Fiscal Year 2011/2012. On Sundays the average ridership is expected to increase from 580 in Fiscal Year 2006/2007 to 640 (an increase of 10.4%) in Fiscal Year 2011/2012.

Over the five-year period, the total operating subsidy for the existing Metrolink service (baseline) is expected to total \$39.4 million. In addition to the Metrolink subsidy, SANBAG incurs other operating costs associated with the railroad property it owns. While this amount is expected to decrease as the extent of the trail development continues with the former Southern Pacific Baldwin Park

Branch and the agency disposes of property no longer needed for railroad purposes, there is an increase proposed for the first year of the plan. That increase is related to an agreement reached between SANBAG and the city of Montclair under which SANBAG will reimburse the city for the first two years of maintenance expenses associated with the pedestrian undercrossing and the provision of security at the Montclair Transit Center. These internal expenses are expected to total nearly \$2.1 million over the five-year period.

As noted above, the SRTP does propose an increase in service on the San Bernardino Line as well as some modest funding for possible expansion of the IEOC and Riverside Lines. These additional services will add \$5.8 million to the Metrolink operating subsidy, reflecting an increase of 14.8% over the five-year period. Combined with the baseline service and agency operating costs, the total subsidy required over the five-year period will total nearly \$47.4 million. Valley Local Transportation Funds (LTF) will be used for the operating subsidy.

Table 1 provides a summary of the proposed Passenger Rail Operating Subsidy for the five-year period. This table also displays the proposed annual service increases. Table 2 provides a summary of the Passenger Rail Average Daily Ridership Growth for the five-year period. This table also displays the anticipated ridership growth for the proposed service increases.

Summary of Passenger Rail Capital Program

The passenger rail capital program is comprised of two components; 1) basic capital support for Metrolink and 2) new capital projects. Included in the basic capital support is funding necessary for the annual renovation and rehabilitation portion of the Metrolink budget; the agency's share of a new maintenance of way facility and communications improvements; the on-going contribution to the equipment replacement fund; and the final payment to OCTA for its advancement of funds for the mail dock and Keller Yard projects. Over the five-year period the basic capital support will total nearly \$29.8 million.

The new capital projects portion of the plan includes additional funding for parking improvements at the Upland Metrolink Station; additional funding for the Rancho Cucamonga Metrolink Station pedestrian undercrossing, on-going funding for "sealed corridor" improvements to the San Bernardino Line; additional funding for the Metrolink Eastern Maintenance Facility; and for the first time, funding to advance the implementation of the Metro Gold Line extension to Montclair and new passenger rail service between San Bernardino and Redlands.

Absent from this component is funding for the construction of additional known track capacity projects on the San Bernardino and IEOC Lines that are necessary to significantly increase the volume of passenger trains. A reconsideration of funding for these projects must be accompanied by a willingness of other Metrolink member agencies to financially participate in those projects. Should that occur, staff would anticipate using future State Transportation Improvement Program (STIP) funds. Also absent from this component is funding that may be required for either BNSF or UP track capacity improvements as a result of new operating agreements.

It is important to note that because the Redlands Passenger Rail and Gold Line Extension projects both are expected to begin construction in Fiscal Year 2010/2011, debt financing will be necessary. And while it is expected that the Redlands project construction will be completed in FY2011/2012, the anticipated completion of construction for the Gold Line is not until 2014/2015. The SRTP identifies a borrowing of \$49 million in Fiscal Year 2010/2011 with an annual debt service of \$7.4 million over an eight-year period. The new capital projects portion of the plan is expected to total nearly \$241.9 million.

Including the basic capital support, the proposed total capital investment over the next five years is \$271.6 million (see Table 3). Traditional FTA funding (Sections 5307 - Fixed Guideway and 5309 - Rail Modernization) will total \$46.1 million or about 17% of the total required. The SRTP anticipates the receipt of \$91.3 million (34% of the total) in FTA New/Small Starts funding for the Redlands and Gold Line extensions. Revenues from the extension of Measure I, including bond proceeds, will total more than \$63.5 million and will be used for the Redlands and Gold Line extension projects. State Transportation Improvement Program (STIP) funds made available through the Public Transportation Account (PTA) will total \$19.6 million, or 7% of the total. The SRTP calls for slightly less than \$11.9 in Congestion Mitigation Air Quality (CMAQ) funds apportioned to the South Coast Air Basin for the construction of additional parking at the Upland Station and to support the purchase of eight self-propelled passenger rail cars for the Redlands service. A total of \$44 million is expected to be needed for the rail car procurement. Even with the above referenced sources of funding, a considerable amount of local funds will be needed. Nearly \$16 million in State Transit Assistance Funds (STAF), \$13 million in Local Transportation Funds (LTF), and \$3 million in Rail Asset Account will be required.

When this item was presented to the Plans and Programs Committee, several committee members raised questions about the plan including the Redlands

Passenger Rail and Gold Line Extension projects. Attachment 2 provides the staff response to the more critical questions.

Financial Impact: The work effort for the development of the San Bernardino County Passenger Rail Fiscal Year 2008 – 2012 SRTP is included in the current year budget task 35207000 – Commuter Rail General. The funding source is LTF – Planning. The operating and capital subsidy requirement for the first year of the SRTP is consistent with the proposed Fiscal Year 2007/2008 budget under Tasks 37708000 – Commuter Rail Operating Expense and 37908000 – Commuter Rail Capital Expense. The approval of the Fiscal Year 2008 – 2012 Passenger Rail SRTP will result in the authorization to program the proposed five-year operating and capital projects in the Regional Transportation Improvement Program (RTIP) and the approval of federal, state and local funds necessary for operating and capital projects contained in the first year of the plan.

Reviewed By: This item was reviewed by the Commuter Rail Committee on March 22, 2007 and unanimously recommended for approval. (*Meeting chaired by Patricia Gilbreath*). This item was also reviewed by the Plans and Programs Committee on April 18, 2007 but was not recommended for approval on a 5 to 5 vote (opposing: Biane, Mayes, Nuaimi, McCallon and Williams). (*Meeting chaired by Paul Eaton.*)

Responsible Staff: Michael Bair, Director of Transit & Rail Programs

ATTACHMENT 2

RESPONSES TO PLANS AND PROGRAMS CRITICAL QUESTIONS

1. One member of the PPC suggested that a phased implementation of the Redlands Passenger Rail and Gold Line Extension be considered to avoid the requirement to obtain a financing mechanism as proposed in the plan for Fiscal Year 2010/2011. **Both of these projects are contained in the SCAG 2004 Regional Transportation Plan. They were also highlighted as two regional transit projects that would be delivered as part of the Measure I Extension Expenditure Plan. The SRTP has already considered a one-year delay in the Gold Line Extension project. The initial schedule was to begin construction of the extension to Montclair in 2009/2010 and complete it by 2013/2014. While staff noted that the ultimate decision on the schedule for the Gold Line project rests with LACMTA, staff feels that it is important to show a financial capacity for the extension so that SANBAG and the eastern San Gabriel Valley cities can continue to pursue its approval. The schedule for the Redlands Passenger Rail project is admittedly somewhat aggressive, but after having completed a very successful station area development planning effort with the corridor cities it will be important to continue with that momentum and attempt to get this project into the FTA Small Starts funding process as soon as possible.**
2. Concern was expressed about the SRTP including the borrowing of \$49 million in order to advance the Redlands Passenger Rail and Gold Line Extension projects. **The SRTP in and of itself must be financially constrained, i.e. all operating and capital projects contained in the plan must be fully funded and funding sources must be clearly identified. The capital financial plan allocates the debt service back to the 8% of Valley Measure I revenue for the Passenger Rail Program only. As such, the first eight years of Passenger Rail revenue would be required to retire the debt. And while the SRTP does contain this financing, the actual decision by the Board as to when it will be necessary is dependent on the progression of both projects over the next few years.**
3. There was discussion about the timing of the SRTP approval. Staff noted that the intent is to have all transit operator SRTPs approved by the Board by June so that the operating and capital projects could be included in the next Regional Transportation Improvement Program (RTIP) amendment in July. While most of the proposed capital projects contained in the plan will be considered Transportation Control Measures (TCMs), only those listed in the first two years will be required to be implemented. Since the SRTP is updated every other year, another plan will be presented to the Board in early 2009. At that time, if the schedule for the two major projects has not kept pace with that anticipated in the current SRTP, the projects will be moved out beyond the next two-year period for implementing TCMs.

4. Concern was expressed about the SRTP containing projects that would be funded with STIP and CMAQ funds. **The SRTP capital plan contains four projects that are either totally or partially funded with \$19.6 million in STIP Regional Improvement Program funds. These funds are provided through the Public Transportation Account and can only be used for transit-related projects. The Board approved the programming of these funds as part of the 2006 STIP Augmentation item in March, 2007. In April 2003 the Board approved a policy for the award of CMAQ funds for transit projects. That policy states: 1) That award of CMAQ funds for transit projects will be based upon a portion or all of the transit projects approved in the transit operators' six-year operating and capital plan (SRTP); and 2) The award of CMAQ for expansion projects (capital and operating expenses) shall be made only if the transit operator can demonstrate the ability to sustain the new service after the CMAQ-funded demonstration period ends. The SRTP contains two projects that would receive CMAQ funds totaling almost \$11.9 million; \$2.1 million for the expansion of parking at the Upland Metrolink Station (previously approved by the Board in August 2003) and \$9.75 million as partial funding required for the purchase of rail cars for the Redlands Passenger Rail project (FY 2010/2011).**
5. Does the adoption of the SRTP require the Board to make a commitment to fund all of projects as proposed in the plan? **For all transit projects the SRTP serves as a planning document that establishes a course of action over the next five to six-year period. It is a requirement that at least the first year of the plan reflect operating and capital projects and financial requirements that are consistent with each operator's budget for that year. Amendments to the SRTP can be made to reflect changing circumstances at any time prior to the next plan being prepared in two years. The SRTP should be viewed as part of the development phase for major investment transit projects. Contracts or financial agreements to advance the Redlands Passenger Rail and Gold Line Extension projects will require Board approval at the time they are ready.**

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 21

Date: May 2, 2007

Subject: San Bernardino Associated Governments State and Federal Legislative Program

Recommendation:* Review and approve the 2007 Federal and State Legislative Programs.

Background: Each December/January, SANBAG undergoes a review process for its State and Federal Legislative Programs. The board has requested further review of the 2007 Legislative Programs.

Attached are the 2007 State and Federal Legislative Programs, with included edits from SANBAG's Administrative Committee. The State and Federal Programs were previously discussed during SANBAG's January Administrative Committee and February's Board meeting. At February's board meeting, board members indicated further discussion was needed on issues such as design-build, Colton Crossing and environmental exemptions on freeway corridors and interchanges.

At April's Administrative Committee, members voted to remove the following sections listed in both the state and federal legislative programs, under section 1D:

"Support of indexing the gas tax to an inflationary index or to the price of gasoline to ensure that the state and federal Highway Trust Funds revenues will not continue falling relative to total miles driven. Any indexing provisions approved at the [state/federal] level should include a prohibition against the diversion of gas taxes collected from transportation purposes to general fund purposes. In addition, if the index is tied to the price of gasoline, SANBAG

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*Approved
Board of Directors*

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

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Attachments:

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supports a statutory cap and floor as part of the indexing provision to provide a consistent, predictable revenue stream and protect against significant tax increases due to market fluctuation on the price of gasoline.”

Committee members also noted that SANBAG should research other potential funding mechanisms for transportation in lieu of increasing the gas tax.

Financial Impact: Funding to support the State and Federal Legislative Program is included within the adopted SANBAG FY07-08 Budget.

Reviewed By: This item was reviewed and unanimously approved with the recommended changes by the Administrative Committee on April 11, 2007 (*Meeting chaired by Lawrence Dale*).

Responsible Staff: Jennifer Franco, Director of Intergovernmental and Legislative Affairs

San Bernardino Associated Governments

2007 State Legislative Program

OVERALL OBJECTIVES

1. Protect and enhance current funding levels.
2. Support increases in transportation revenues and funding sources that enhance SANBAG's ability to develop and deliver planned projects.
3. Maximize flexibility in the use of existing transportation revenues.
4. Streamline administrative and regulatory processes.

STATE LEGISLATIVE PROGRAM

1. **Protect transportation funding levels for transportation programs.**
 - A. Protect existing highway and transit funds, including Proposition 42, Traffic Congestion Relief Program, Public Transportation Account and Transportation Development Act, against suspension, transfer or expenditure for non-transportation uses or for purposes other than those specified in law.
 - B. Support state budget and California Transportation Commission allocations to fully fund projects for San Bernardino County included in the State Transportation Improvement Program (STIP) and the Measure I Expenditure Plan.
 - C. Support and/or sponsor legislation to protect the statutory 1.5 percent of revenue cap on administrative fees levied by the Board of Equalization (BOE) for the collection and administration of county transportation sales tax measures.
 - ~~D. Support legislative efforts to index the gas tax to an inflationary index or to the price of gasoline to ensure that state Highway Trust Fund revenues will not continue falling relative to total miles driven. Any indexing provisions approved at the state level should include a prohibition against the diversion of gas taxes collected from transportation purposes to general fund purposes. In addition, if the index is tied to the price of gasoline, SANBAG supports a statutory cap and floor as part of the indexing provision to provide a consistent, predictable revenue stream and protect against significant tax increases due to market fluctuation on the price of gasoline.~~
 - E. Support full funding of the regional programming process to provide for regional determination and programming for the use of all current funding sources and to provide total flexibility for all current and future STIP programs.
 - F. Support state policies that assure timely allocation of transportation revenue, including allocations of new funds available to the STIP process as soon as they are available.

- G. Continue to support AB 2766 vehicle license fee funding in the South Coast Air Basin, the South Coast Air Quality Management District (SCAQMD), to the cities and the Mobile Source Air Pollution Reduction Review Committee (MSRC); support MSRC's independence as a committee.
 - H. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.
 - I. Support legislation that will allow the state to advance and/or loan funding to local agencies for projects that are funded through sales tax programs but delayed due to cash flow problems.
 - J. Support current local program funding and flexibility of the State's Transportation Demand Management program.
 - K. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided to Amtrak, Metrolink or other operators) funding for Southern California and San Bernardino County.
 - L. Support legislation that ensures equity of benefit from the investment of State passenger rail funds to all passenger rail lines including commuter rail systems.
 - M. Oppose any proposal that could reduce San Bernardino County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, the State Highway Account (SHA), Public Transit Account (PTA), and Transportation Development Act (TDA) and any ballot initiative sources.
- 2. Support increases in transportation revenues and funding sources that enhance the ability of SANBAG to implement their transportation programs and plans.**
- A. Support guidelines that maximize SANBAG's ability to receive the highest distribution possible of available funding authorized through Proposition 1B.
 - B. In support of the 5-County Joint Venture - representing the five Southern California County Transportation Commissions, the Southern California Association of Governments (SCAG), and the Los Angeles Economic Development Commission (LAEDC), as well as private sector companies, including the railroads - to support legislative efforts to create a regional goods movement program currently referred to as the "West Coast National Freight Gateway Program."
 - C. Support or seek legislation and administrative financing/programming policies and procedures to assure an identified source of funding and an equitable distribution of the funding for bus and rail services in California.
 - D. Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.

- E. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local street and road maintenance and repairs.
- F. Support legislation to provide funding for innovative, intelligent/advanced transportation, goods movement, and air quality programs which relieve congestion, improve air quality and enhance economic development.
- G. Support legislation creating the Passenger Rail Improvement, Safety and Modernization (PRISM) program so long as funding comes from new sources of revenue.
- H. Support current local program funding and flexibility of mobility projects, such as Freeway Service Patrol (FSP), ridesharing and call boxes.

3. Maximize flexibility in the use of existing transportation revenues.

- A. Seek a fair share for San Bernardino County of any state discretionary funding made available for transportation grants or programs.
- B. Support legislative and/or administrative efforts to improve flexibility with the use of GARVEE bonds, AB 3090 financing, and/or other available financing mechanisms to ensure that SANBAG is able to fully leverage state and federal transportation funds during the state's current fiscal crisis.
- C. Support legislation to enable county transportation commissions to utilize design-build and design-sequencing for the design and construction of transportation capital improvements to maximize funding and ensure greater efficiency and effectiveness for project delivery.
- D. Support legislation to ensure that funding for transit operations is commensurate with existing and new demands placed on public transit by air quality and congestion management programs, CalWORKS (welfare to work reform) the American with Disabilities Act, including the use of social service funding sources.
- E. Support income tax benefits or incentives that encourage use of alternative fuel vehicles and alternative modes of transportation without reducing existing transportation funding levels. Monitor and, where appropriate, support studies of market-based pricing measure to relieve traffic congestion, improve air quality and/or fund transportation alternatives.
- F. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels.
- G. Work with the State Administration to develop a formal State-level coordination effort with various social service programs to identify transportation needs and funding opportunities for the provision of social service transportation.

4. Streamline administrative and regulatory processes.

- A. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, and a reasonable level of contracting out of appropriate activities to the private sector.
- B. Support efforts to simplify and improve the local administration of Transportation Development Act Funds.

San Bernardino Associated Governments 2007 Federal Legislative Program

OVERALL OBJECTIVES

1. Protect and enhance current funding levels for transportation programs.
2. Protect and enhance flexibility in use of transportation revenue.
3. Reduce or eliminate costly and duplicative administrative and regulatory requirements.

FEDERAL LEGISLATIVE PROGRAM

1. **Protect and enhance current funding levels for transportation programs.**
 - A. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in San Bernardino County. Support efforts to bring transportation appropriations to authorized levels.
 - B. Seek a more equitable appropriation of highway trust funds for donor states, which includes California, as well as a fair share for San Bernardino County of any Federal funding made available for transportation programs and projects.
 - C. Support efforts to increase Federal Transit and Highway program funding via utilization of the highway trust fund balance.
 - ~~D. Support legislative efforts to index the gas tax to an inflationary index or to the price of gasoline to ensure that Federal Highway Trust Fund revenues will not continue falling relative to total miles driven. Any indexing provisions approved at the Federal level should include a prohibition against the diversion of gas taxes collected from transportation purposes to general fund purposes. In addition, if the index is tied to the price of gasoline, SANBAG supports a statutory cap and floor as part of the indexing provision to provide a consistent, predictable revenue stream and protect against significant tax increases due to market fluctuation on the price of gasoline.~~
 - E. Seek legislation to correct the reduction to the Federal Highway Trust Fund (HTF) due to the Federal subsidy of ethanol-based fuels, as well as, to compensate California's reduced HTF apportionment level due to the implementation of ethanol-blended fuel in 2003.
 - F. Support continued Federal commitment of funds to support public transit, to assure that California and the western states receive a fair share of the AMTRAK funding resources as compared to the North East Corridor.
 - G. Seek specialized funding for goods movement projects of international and national significance that are beyond the funding ability or responsibility of local and state transportation programs and budgets, including the ability to levy locally administered fees to mitigate the costs resulting from the impact of goods movement on local transportation infrastructure, i.e. a state and/or regional container fee.

- H. In support of the 5-County Joint Venture - representing the five Southern California County Transportation Commissions, the Southern California Association of Governments (SCAG), and the Los Angeles Economic Development Commission (LAEDC), as well as private sector companies, including the railroads - to support legislative efforts to create a regional goods movement program currently referred to as the "West Coast National Freight Gateway Program."
- I. Seek funding for airport ground access and other airport development needs in San Bernardino County.
- J. Seek continued funding for the construction of the Inland Empire Transportation Management Center (TMC) for congestion mitigation purposes, as well as Federal funding to provide for enhance homeland security/emergency operations services as an additional component of the center's functionality.

2. Protect and enhance flexibility in use of transportation revenue.

- A. Support legislation that will modify federal project development requirements for transit projects to make them more consistent with the process employed for highway projects.
- B. Support legislation to exempt commuter rail services operating within existing railroad right-of-way from federal new start and alternative analysis requirements in order to utilize Federal funding.
- C. Support efforts to pursue funds to facilitate timely conversion of public sector fleets to alternative fuels to meet Federal fleet conversion mandates.
- D. Support tax benefits and/or incentives for transportation demand management programs and alternative fuel programs to promote the use of alternate modes of transportation.
- E. Seek funding for Alameda Corridor East improvement projects, which includes the Freight Corridor generally described as the Union Pacific Railway and the Burlington Northern Santa Fe Railway Mainline tracks from East Los Angeles (terminus of the Alameda Corridor) through Los Angeles, Orange, Riverside, and San Bernardino Counties. Support increased federal funding opportunities for San Bernardino and Riverside Counties to access these funding sources. Seek continued federal funding of Maritime Administration studies focusing on an "Inland Rail Port" in San Bernardino County and Riverside County.
- F. Support legislation that ensures coordination of transportation and social service agency funding (i.e. Departments of Aging, Rehabilitation, and Welfare).
- G. Support legislative or administrative policies that promote a "regional" approach to airport development and usage of Southern California Logistics, San Bernardino International, and Ontario International airports and the March Joint Use Airport.

3. Reduce or eliminate costly and duplicative administrative and regulatory requirements.

- A. Support legislation and/or administrative reforms that result in cost and time savings to environmental clearance processes for transportation construction projects.
- B. Work with the Administration and the San Bernardino Congressional delegation to reach an equitable resolution to the Federal Highway Administration (FHWA) retroactive interpretation of Americans with Disabilities Act (ADA) compliance guidelines that would require the use of alternative or restricted funding for costly curb-ramp upgrades within the boundaries of all federally-aided projects. Specifically, would seek an exemption for Congestion Mitigation and Air Quality (CMAQ) projects that do not necessitate ground alteration or disturbance, and which funding is specifically earmarked for such purposes, including wireless technology and traffic synchronization.
- C. Oppose legislative changes to alter the formula by which Congestion Management and Air Quality (CMAQ) funds are allocated to states; specifically, attempts to change the weighting factors assigned to nonattainment areas for the purpose of determining each state's share of CMAQ funds, as well as to assure that the funding continues to be allocated directly to the transportation commission.
- D. Support administrative or legislative action to ensure consistency among the Federal congestion management and the State's Congestion Management Program requirements.
- E. Monitor and, where appropriate, support studies of market-based pricing measures to relieve traffic congestion, improve air quality and/or fund transportation alternatives.
- F. Seek Federal authorization allowing states, where appropriate to pursue options to privatize various aspects of transportation to increase the efficiencies and effectiveness of their available resources through private sector participation.
- G. Due to the elimination of Federal transit operating subsidies, support legislation to also eliminate Federal requirements and regulations regarding transit operations.
- H. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, and a reasonable level of contracting out of appropriate activities to the private sector.
- I. Continue to streamline Federal reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 22

Date: May 2, 2007

Subject: San Bernardino County Annual Survey

Recommendation:* Receive report on results of the 2006 San Bernardino County Annual Survey and provide direction to SANBAG staff, if required.

Background: Since 1997, SANBAG has helped sponsor an annual survey about transportation and quality of life issues in San Bernardino County. This is the 10th anniversary of the survey, which now provides a decade of information about public perceptions and trends in our region. The Inland Empire Research Consortium conducted the San Bernardino County Annual Survey in October and November 2006 and recently completed their analysis.

The Consortium will release its survey results on April 4. The survey produces important information for both public and private sector decision-makers by measuring:

- Public optimism or skepticism regarding the regional economy, personal economic well-being, and employment issues.
- Commuting distances and destinations for employed county residents.
- Public perception of key policy issues and the quality of public services in the Inland Empire.

*

Approved
Board of Directors

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

- Characteristics of the public that have important policy implications, as well as views on amenities like shopping, educational opportunities, entertainment, and recreation.
- Statistical differences between subareas of San Bernardino County.

This is the 10th year that the Board of Directors has sponsored a survey of county residents. A PowerPoint presentation of the survey results will be provided, along with some interesting changes that have occurred in San Bernardino County during the past decade. A printed copy of the survey report also will be distributed at the meeting.

Financial Impact: This item has no immediate impact upon the budget. Funding for the survey is consistent with the adopted budget for Publications and Public Outreach, Task No. 60507000. This item was originally scheduled to be presented at the April 2007 Board meeting, but was deferred to May 2007 meeting.

Reviewed By: This item has not had prior policy committee review.

Responsible Staff: Cheryl Donahue, Public Information Officer

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- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies
-

Minute Action

AGENDA ITEM: 23

Date: May 2, 2007

Subject: Executive Director Employment Contract Amendment

Recommendation:* Approve Amendment No. 1 to the Executive Director Employment Contract No. 06-052 .

Background: This item has been placed on the SANBAG Board of Directors agenda pending recommendations relative to amendment to the Executive Director's employment contract.

Financial Impact: To be determined.

Reviewed By: This item will be reviewed by the Board of Directors on April 4, 2007

Responsible Staff: Supervisor Dennis Hansberger
SANBAG President

*

Approved
San Bernardino Associated Governments
Board of Directors

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

AGENCY REPORTS

-
- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
 - San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies
-

MAY COMMUTER RAIL REPORT

1. PATRONAGE

San Bernardino Line:

Ridership on the San Bernardino Line increased 2% from last month to post the second highest average daily ridership ever for this line. Preliminary April data is slightly lower than March with a current average of 12,150 passenger trips per weekday.

San Bernardino Line Saturday service was up 13% from February but down 7% from March 2006. April data-to-date shows patronage somewhat slower with a current average of 3,507 passenger trips per Saturday.

Sunday ridership increased almost 19% from last month and was up almost 8% from the same month last year. At this point, April 2007 is a bit lower, currently averaging 1,734 passenger trips per Sunday.

Riverside-Ontario-Los Angeles Line:

March average daily ridership on the Riverside Line increased 2% from February and was up almost 27% in a year-to-year comparison. A preview look at April shows continued strong ridership figures with the current April average close to the record high for this line.

Inland Empire-Orange County (IEOC) Line:

A new ridership record was set for the IEOC Line in March. The new high daily average is almost 3% higher than the previous record set last November and almost 11% higher compared to the same month last year. As of mid-April, average daily ridership is strong but slightly slower than March with a current average of 4,798 passenger trips per weekday.

Total System:

Systemwide, average daily ridership posted a new ridership record this month. The new high average is just slightly (<1%) higher than the previous record (May 2006) and just 1% higher than last month. At this point, April ridership continues at close-to-record pace with a current average of 42,682 passenger trips per weekday.

Table 1

Average Weekday Daily Ridership*

	<u>San Bernardino</u>	<u>Riverside</u>	<u>IEOC</u>	<u>Systemwide</u>
March 2007	12,367	4,929	4,848	42,973
March 2006	11,941	3,887	4,384	39,836
% Change	+ 3.6%	+ 26.8%	+ 10.6%	+ 7.9%

* Adjusted for Holidays

Table 2

Average Weekend Ridership

	<u>San Bernardino</u> <u>Saturday</u>	<u>San Bernardino</u> <u>Sunday</u>
March 2007	3,849	1,876
March 2006	4,133	1,740
% Change	- 6.9%	+ 7.8%

2. ON-TIME PERFORMANCE (arrival within 5 minutes of scheduled time)

San Bernardino Line:

On-time performance improved for the San Bernardino Line this month compared to last month. Inbound trains held at 97% on time for the fourth month in a row while outbound trains improved from 96% on time in February to 98% on time in March. Six of the twenty-three reported delays were caused by Metrolink operations and another six were due to "other" operations issues.

Riverside-Ontario-Los Angeles Line:

On-time performance improved considerably for the Riverside Line this month. Inbound trains gained ten percentage points from February to finish 98% on time. Outbound trains improved from 80% on time in February to 98% on time in March. Of the five reported delays, three were due to mechanical difficulties and another two were due to signals and communications.

Inland Empire-Orange County (IEOC) Line:

On-time performance for the IEOC Line worsened in March compared to February. While southbound trains continued to be on time 94% of the time, northbound trains dropped from 95% on time in February to 91% on time in March. Dispatching and "other" operations issues each accounted for seven of the twenty-eight reported delays.

Table 3

On Time Performance

Percent of weekday trains arriving within 5 min. of scheduled time
(March 2007 vs. March 2006)

	<u>San Bernardino</u>		<u>Riverside</u>		<u>IEOC</u>	
	In	Out	In	Out	So.	No.
March 2007	97%	98%	98%	98%	94%	91%
March 2006	97%	96%	88%	72%	88%	87%



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

Members of the Governing Board:

Chairman
Dr. William A. Burke
Speaker of the Assembly
Appointee

Vice Chairman
S. Roy Wilson, Ed.D.
Supervisor, Fourth District
County of Riverside

Michael D. Antonovich
Supervisor, Fifth District
County of Los Angeles

Bill Campbell
Supervisor, Third District
County of Orange

Jane W. Carney
Senate Rules Appointee

Ronald O. Loveridge
Mayor, Riverside
Cities of Riverside County

Gary C. Ovitt
Supervisor, Fourth District
County of San Bernardino

Jan Perry
Councilmember, 9th District
Cities Representative
Los Angeles County/Western Region

Miguel A. Pulido
Mayor, Santa Ana
Cities of Orange County

Tonia Reyes Uranga
Councilmember, City of Long Beach
Cities of Los Angeles County/
Eastern Region

Dennis R. Yates
Mayor, Chino
Cities of San Bernardino County

Vacant
Governor's Appointee

April 11, 2007

To: Mayors and Councilmembers

From: Dennis R. Yates, Mayor/City of Chino
Cities of San Bernardino County
Board Member, South Coast AQMD

Dennis Yates
gc

Attached are the agenda items and the voting outcome of the April 6, 2007
AQMD Governing Board meeting.

PUBLIC HEARING ITEMS APPROVED AT APRIL 6, 2007 BOARD MEETING

Amend Regulation IX – Standards of Performance for New Stationary Sources

U.S. EPA has authorized local air districts to directly implement federal standards set in 40 Code of Federal Regulations Part 60, Standards of Performance for New Stationary Sources (NSPS), and Part 61, National Emission Standards for Hazardous Air Pollutants (NESHAPs). Periodic amendments to Regulations IX and X incorporate new or amended standards by reference. There were no actions regarding NESHAPS, Part 61, in 2006, therefore, amendments to Regulation X are not necessary. The NSPS actions cover: solid waste incineration units; gas turbines; electric utility steam generating units; industrial-commercial-institutional steam generating units; large municipal waste combustor units; combustion turbines; and stationary compression ignition internal combustion engines. (Review: Stationary Source Committee, February 23, 2007)

Majority Vote: 10 yes, 0 no, 1 absent (Antonovich)

Approve Implementation of Voluntary Certification of Consumer Cleaning Products Used at Institutional and Commercial Facilities

As part of the overall strategy to reduce VOC emissions from consumer products used in commercial and institutional cleaning, staff has evaluated VOC labeling and certification programs and recommends implementation of a Voluntary Certification Program to distinguish super compliant low- and nearly zero-VOC consumer cleaning products and encourage their use by institutional and commercial establishments. This partially implements Control Measure CTS-03, Consumer Product Labeling and Emission Reductions from Use of Consumer Products at Institutional and Commercial Facilities of the Draft 2007 AQMP. (Review; Stationary Source Committee, March 23, 2007)

Majority Vote: 10 yes, 0 no, 1 absent (Yates)

Amend Rules 2004, 2007 and 2010

Staff is proposing administrative amendments to three Regulation XX -- Regional Clean Air Incentives Market (RECLAIM) rules. Proposed amendments to Rule 2004 would provide an exemption from submitting Quarterly Certification Emission Reports for facilities that no longer have any NOX or SOX emitting equipment located on site. Proposed amendments to Rule 2007 would clarify trading requirements for foreign entities who are not residing or licensed to conduct business in California, and clarify reporting requirements for parties entering into a forward contract or a contingent right contract. Proposed amendments to Rule 2010 would specify liability for allocation violations when changes of ownership occur. Other minor administrative changes may be proposed to improve the clarity of these rules. (Review: Stationary Source Committee, March 23, 2007)

Majority Vote: 10 yes, 0 no, 1 absent (Wilson)

Approve and Adopt Technology Advancement Clean Fuels Program Annual Report and Plan Update *(Continued from March 2, 2007 Board meeting)*

As a requirement of the Clean Fuels Program funding, the Technology Advancement Office must submit to the Legislative Analyst by March 31st of each year an approved Annual Report for the past year and a Plan Update for the current calendar year. Staff has reviewed the Clean Fuels Program with the Clean Fuels Advisory Group, the Technology Advancement Advisory Group, and other technical experts. Staff is submitting the Technology Advancement Clean Fuels Program Annual Report and Plan Update for Board approval. (Review: Technology Committee, February 23, 2007)

Majority Vote: 11 yes, 0 no, 0 absent

PUBLIC HEARINGS SET FOR MAY 4, 2007 BOARD MEETING

Amend Regulation III – Fees

Staff is proposing an increase of 3.3% equivalent to the change in the 2006 Consumer Price Index for all fee categories, except those for which the Board last year adopted a phased in fee increase which includes a 10% increase this year to maintain cost recovery and fund the AQMD FY 2007-08 Budget provision to allow AQMD to recover costs to defend issuance of a permit, fees to implement a new voluntary certification program for consumer cleaners used at institutional and commercial facilities and also clarify or correct rule language. (Review: Administrative Committee, April 13, 2007; Stationary Source Committee, March 23, 2007)

Amend Rule 219 – Equipment Not Requiring a Written Permit Pursuant to Regulation II

This proposal is to harmonize the exemption levels applicable to ultra violet/electron beam curable materials and other coating, ink and adhesive application operations in an equitable manner; exempt certain low emitting operations, and require a permit for certain operations that emit 4 tons or more of VOC or PM10 per year. Other minor changes are proposed. (Review: Stationary Source Committee, March 23, 2007)

Adopt FY 2007-08 AQMD Budget

On February 2, 2007, the Board approved a recommended action to set the Public Hearing date to Adopt the FY 2007-08 AQMD Budget for June 1, 2007. This action is to set the hearing date for May 4, 2007.



REPORT: Mobile Source Air Pollution Reduction Review Committee

FROM: Gwenn Norton-Perry, SANBAG Representative to the MSRC

SYNOPSIS: Below is a summary of key issues addressed at the MSRC's regular March 15, 2007 meeting. The MSRC's next meeting is Thursday, May 17, 2007, at 2:00 p.m. in Room CC8.

Award to First Student for CNG School Bus Incentives

The MSRC allocated \$4 million under the FY 2006-07 Work Program for CNG school bus incentives for private pupil transportation providers, and requested the AQMD administer the program on a first-come, first-served basis. Of the \$4 million, Student Transportation of America has been awarded \$1,137,580 for 23 CNG school buses. First Student has now applied for incentive funding, primarily to provide buses for the Los Angeles Unified School District. AQMD staff recommends an award to First Student in the amount of \$1,875,049 for 42 CNG school buses. This contract award was placed on the AQMD Board's March 2, 2007 agenda for consideration, but it was continued with a request that award recommendations be sent through the MSRC for approval first. At its March 15, 2007 meeting the MSRC unanimously approved the award to First Student. Consequently, the award will be considered at the upcoming AQMD Board meeting on April 6, 2007.

Sole-Source Award for 511 Commuter Services Outreach & Public Awareness Campaign

The Federal Department of Transportation plans for a nationwide 511 network to be completed by the year 2010. A 511 program has already been launched in the Bay Area and San Diego. Now it is set to launch in the South Coast region, initially within the Los Angeles County. To prepare South Coast commuters for the launch of the 511 network, the MSRC's FY 2006-07 Phase

II AB 2766 Discretionary Fund Work Program included a set aside of \$1 million to implement a 511 Commuter Services Outreach & Public Awareness Campaign. The MSRC's 511 Program will focus on educating the commuting public regarding the availability of 511 and the services offered. This new 511 telephone service is to access a host of commuter-related services, including but not limited to freeway drive time estimates, mass transit information, and roadside assistance. At its March 15, 2007 meeting, the MSRC unanimously awarded a sole-source contract to the Los Angeles County Metropolitan Transportation Authority (Metro) to implement the MSRC's a 511 Commuter Services Outreach & Public Awareness Campaign. Given its transportation role in Los Angeles County, as well as its ad buying power and in-house creative resources, which will achieve greater leveraging of the MSRC's funding, the Metro is in a unique position to implement the MSRC's program. MSRC funding will be used solely for media placement and before and after surveys, and will be modeled after the MSRC's highly successful "Pick-A-Day, Any Day" rideshare campaign. This sole-source award will be considered at the upcoming AQMD Board meeting on April 6, 2007.

Programmatic Outreach Services RFP

For the last several years the MSRC has retained a consultant to provide programmatic outreach services. The current consultant contract expires October 2, 2007. At its March 15, 2007 meeting, the MSRC unanimously approved release of a new RFP to solicit proposals for Programmatic Outreach Services for FYs 2007-08 and 2008-09. The RFP will provide for an option clause to allow the MSRC to exercise a contract extension for one additional two-year term for the chosen consultant, as prior RFPs and consultant contracts have done. Any additional funding to accompany the option for additional time will be brought forward to the MSRC and AQMD Board for consideration. The target funding for this RFP is \$100,000 under the FY 2007-08 Work Program. The RFP proposal period commences April 6, 2007 and closes May 15, 2007. It is anticipated the MSRC will consider an award at its July 19, 2007 meeting, and the AQMD Board at its August 3, 2007 meeting. Release of this RFP will be considered at the upcoming AQMD Board meeting on April 6, 2007.

Revised Policy on Scrapping Vehicles Adopted

The MSRC adopted a policy in 1993 on scrapping vehicles when AB 2766 monies are provided for the purchase of new vehicles. However, the existing policy is not consistent with the manner in which emissions reductions are calculated for most MSRC projects. In fact, most MSRC programs fund the purchase of new vehicles calculated upon the emissions difference between a new conventional vehicle and one meeting optional standards, not a scrapped vehicle being replaced. Therefore, at its March 15, 2007 meeting, the MSRC rescinded the existing policy and adopted a new policy. Scrapping will still be required for projects in which the emissions reductions of the project are calculated on the basis of the old vehicle's emissions. The amended policy is intended to apply to existing and future contracts and is consistent with the Carl Moyer program requirements.

Contract Modification Requests

At its March 15, 2007 meeting, the MSRC considered four contract modification requests and took unanimous action, as follows:

1. For City of Los Angeles Bureau of Sanitation Contract #ML04048, which provides \$29,032 to install new video-conferencing systems at five sites, approval of a nine-month contract term extension;
2. For City of Santa Monica Contract #ML05016, which provides \$350,000 towards the purchase of vehicles (6 medium-duty CNG vehicles, 1 LPG sweeper, 13 CNG refuse trucks, and 1 CNG stakebed truck), approval of a six-month contract term extension;
3. For City of Ontario Contract #MS05042, which provides \$117,832 to expand and upgrade a CNG station, approval of a four-month contract term extension; and
4. For City of Whittier Contract #ML05021, which provides \$130,000 towards the purchase of CNG vehicles (1 pickup, 1 sweeper, 2 aerial trucks, and 2 refuse trucks), approval of a one-year contract term extension.

Contracts Administrator's Report

The MSRC's AB 2766 Contracts Administrator provides a written status report on all open contracts from FY 2000-01 through the present.

ADDITIONAL INFORMATION

APPOINTING/ELECTING AUTHORITY	REGIONAL COUNCIL (12:00 noon)	POLICY COMMITTEES (RC Members Serve on One Each) (Subregional Appointments) (County Commissions Appoint One to TCC) (10:00 a.m.)		
		Community, Economic, and Human Development	Energy and Environment	Transportation and Communications
District 6 (Grand Terrace, Colton, Loma Linda, Redlands, Yucaipa)	L. Garcia			L. Garcia
District 7 (San Bernardino, Highland)	L. McCallon			
District 8 (Rialto, Fontana)	D. Robertson			
District 9 (Rancho Cucamonga, Upland, Montclair)	P. Eaton		P. Eaton	
District 10 (Chino, Chino Hills, Ontario)	A. Wapner			A. Wapner
District 11 (Barstow, Big Bear, Needles, Twentynine Palms, Yucca Valley)	L. Dale			L. Dale
District 65 (Adelanto, Apple Valley, Hesperia, Victorville)	T. Jasper			
San Bernardino County	G. Ovitt	T. Jasper		G. Ovitt
SANBAG Subregional Appointees*		K. Chastain Vacant (D. Williams) Vacant (L. McCallon)	J. Harrison P. Lilburn	M. Nuaini Vacant (G. George)
*One appointee to each policy committee for a total of three appointees per subregion, plus one additional appointee for every SCAG District over three in the subregion. SANBAG has a total of seven subregional appointees to the policy committees.				

Rules of Appointment

1. SANBAG policy stipulates that all SANBAG appointees be SANBAG Board Members.
2. SCAG President appoints Regional Council members to Standing and Policy Committees.

Terms of Appointment

Terms of appointment for Regional Council members representing odd numbered districts expire immediately following the SCAG General Assembly in April of odd numbered years. Terms of appointment for Regional Council members representing even numbered districts expire immediately following the SCAG General Assembly in May of even numbered years. SANBAG appointments to SCAG Policy Committees are for a term from May through the next regular SCAG general assembly of the following year.

Stipend

SCAG provides Regional Council members \$100 per day for a maximum of four meetings per month, plus mileage. A stipend for the fifth meeting per month may be received on approval by SCAG's Executive Director. SCAG also provides subregional appointees representing SANBAG on SCAG Policy Committees \$70 per meeting.

Meeting Information

The regular meetings of SCAG Regional Council, Standing Committees, and Policy Committees are on the first Thursday of each month at the SCAG Offices located at 818 W. Seventh Street, Los Angeles:
10:00 a.m., Policy Committees 12:00 noon, Regional Council

Policy Committees

Community, Economic, and Human Development: Provides policy recommendations to the Regional Council on subjects of housing, land use, resource, economic, community development, infrastructure, employment, and regional disaster preparedness issues. Reviews and recommends to the Planning Committee revisions to the Housing, Economy, Growth Management, Human Resources, and Finance Chapters of the Regional Comprehensive Plan and Guide.

Energy and Environment: Acts as the policy advisory committee to the Regional Council on environmental issues, including air and water, hazardous, solid waste management, natural resources conservation, and energy conservation. Reviews the Environmental Impact Report of the Regional Comprehensive Plan and Guide. Provides recommendations to the Planning Committee on state and federal legislative proposals and administrative guidelines affecting environmental quality, resource conservation, **Transportation and Communications:** Acts as the policy advisory committee to the Regional Council on all regional matters pertaining to the movement of goods and people on land, water, and air. Reviews and recommends to the Regional Council all major utility development plans. Addresses the location, size, or capacity, timing, and impact of facilities.

SANBAG Policy Committee Membership

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
Administrative Committee SANBAG President, Vice President, and Immediate Past President 3 East Valley (2 City, 1 County) 3 West Valley (2 City, 1 County) 3 Mt/Desert (2 City, 1 County) City members shall be SANBAG Board Members elected by caucus of city SANBAG Board Members within the subarea. Supervisors collectively select their representatives. The SANBAG Vice President shall serve as Chair of the Administrative Committee.	Makes recommendations to Board of Directors and: (1) Provides general policy oversight which spans the multiple program responsibilities of the organization and maintains the comprehensive organization integrity; (2) Provides policy direction with respect to administrative issues, policies, budget, finance, audit, and personnel issues for the organization; (3) Serves as policy review committee for any program area that lacks active policy committee oversight. Committee has authority to approve contracts of up to \$25,000 with Board of Directors ratification to follow.	Lawrence Dale, Barstow, Vice President (Chair) Dennis Hansberger, President (Vice Chair) Paul Biane, Past President Robert Christman, Loma Linda Kevin Cole, Twentynine Palms Bea Cortes, Grand Terrace Paul Eaton, Montclair Josie Gonzales, Supervisor Brad Mitzelfelt, Supervisor Gary Ovitt, Supervisor Gwenn Norton-Perry, Chino Hills Rick Roelle, Apple Valley	6/30/2007 6/30/2007 6/30/2007 12/31/2007 12/31/2008 12/31/2008 12/31/2008 12/31/2007 12/31/2007 12/31/2007 12/31/2007 12/31/2007
Commuter Rail Committee Nine Valley-elected officials, four of who shall be the Southern California Regional Rail Authority primary (*) and alternate (**) members. The terms of appointments for SCRRA members and alternates shall be concurrent with their term on SCRRA. The four remaining members shall be SANBAG Board Members appointed by the SANBAG President for two-year terms.	Provides policy guidance and recommendations to the SANBAG Board of Directors and Southern California Regional Rail Authority delegates with respect to commuter rail service in San Bernardino County. * SCRRA Primary Member ** SCRRA Alternate Member	Pat Gilbreath, Redlands (Chair)** Lee Ann Garcia, Grand Terrace (Vice Chair) Kelly Chastain, Colton Robert Christman, Loma Linda Paul Eaton, Montclair * Pat Morris, San Bernardino* Diane Williams, Rancho Cucamonga** Paul Leon, Ontario Vacant (Paul Biane)	Indeterminate (6/30/2007) 12/31/2006 (6/30/2007) 12/31/2007 12/31/2007 Indeterminate Indeterminate Indeterminate 12/31/2008 12/31/2006
Mountain/Desert Committee Membership consists of SANBAG Board Members from each Mountain/Desert jurisdiction and County Supervisors representing the First and Third Districts.	Provides ongoing policy level oversight related to the full array of SANBAG responsibilities as they pertain specifically to the Mountain/Desert subregion. The Committee also meets as the Mountain/Desert Measure I Committee as it carries out responsibilities for Measure I Mountain/Desert Expenditure Plan.	Rick Roelle, Apple Valley (Chair) Dennis Hansberger, Supervisor (Vice Chair) Kevin Cole, Twentynine Palms Lawrence Dale, Barstow Dennis Hansberger, Supervisor Bill Jahn, Big Bear Lake Mike Leonard, Hesperia Chad Mayes, Yucca Valley Brad Mitzelfelt, Supervisor Trinidad Perez, Adelanto Rick Roelle, Apple Valley Mike Rothschild, Victorville Rebecca Valentine, Needles	Indeterminate (6/30/2007) Indeterminate (6/30/2007) Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
Major Projects Committee Membership consists of SANBAG Board Members from jurisdictions in the Valley and County Supervisors representing areas in the Valley.	Provides policy guidance and recommendations to the Board of Directors on issues related to the Measure I Major Projects in the Valley.	John Pomierski, Upland (Chair) Grace Vargas, Rialto (Vice Chair) Kelly Chastain, Colton Paul Biane, Supervisor Robert Christman, Loma Linda Bea Cortes, Grand Terrace Paul Eaton, Montclair Pat Gilbreath, Redlands Josie Gonzales, Supervisor Dennis Hansberger, Supervisor Larry McCallon, Highland Patrick Morris, San Bernardino Gwenn Norton-Perry, Chino Hills Mark Nuaimi, Fontana Gary Ovitt, Supervisor Richard Riddell, Yucaipa Paul Leon, Ontario Diane Williams, Rancho Cucamonga Dennis Yates, Chino	Indeterminate (6/30/2007) Indeterminate (6/30/2007) Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate
Plans & Programs Committee Membership consists of three city SANBAG Board Members from each of the West Valley, East Valley, and Mountain/Desert subregions and all County Supervisors. City members shall be elected by caucus of city SANBAG Board Members within the subarea.	Provides ongoing policy level oversight for: (1) State and federal funding and programming requirements and related actions; (2) Congestion Management Program, Comprehensive Transportation Plan, and input into the Regional Transportation Plans; and (3) Transit, Call Box, Rideshare, and Freeway Service Patrol programs. Committee has authority to approve contracts of up to \$25,000 with notification to Board of Directors	Paul Eaton, Montclair (Chair) Mark Nuaimi, Fontana (Vice Chair) Paul Biane, Supervisor Kevin Cole, Twentynine Palms Bea Cortes, Grand Terrace Josie Gonzales, Supervisor Dennis Hansberger, Supervisor Larry McCallon, Highland Chad Mayes, Yucca Valley Gary Ovitt, Supervisor Vacant (Bill Postmus), Supervisor Richard Riddell, Yucaipa Rick Roelle, Apple Valley Diane Williams, Rancho Cucamonga	12/31/2008 (6/30/2007) 12/31/2007 (6/30/2007) Indeterminate 12/31/2007 12/31/2007 Indeterminate Indeterminate 12/31/2008 12/31/2008 Indeterminate Indeterminate 12/31/2008 12/31/2008 12/31/2007

Policy Committee Meeting Times

Administrative Committee	Second Wednesday, 9:00 a.m., SANBAG Offices
Commuter Rail Committee	Third Thursday every other month following the SANBAG Board meeting (Odd Months), 12:00 noon, SANBAG Offices
Major Projects Committee	Second Thursday following the SANBAG Board meeting, 9:00 a.m., SANBAG Offices
Mountain/Desert Committee	Third Friday, 9:00 a.m., Apple Valley
Plans & Programs Committee	Third Wednesday, 1:00 p.m., SANBAG Offices

SANBAG Acronym List

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AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CAC	Call Answering Center
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CSAC	California State Association of Counties
CTA	California Transit Association
CTAA	Community Transportation Association of America
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DMO	Data Management Office
DOT	Department of Transportation
E&H	Elderly and Handicapped
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	United States Environmental Protection Agency
ETC	Employee Transportation Coordinator
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICMA	International City/County Management Association
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds
MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MIS	Major Investment Study
MOU	Memorandum of Understanding

SANBAG Acronym List

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MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
MTP	Metropolitan Transportation Plan
NAT	Needles Area Transit
OA	Obligation Authority
OCTA	Orange County Transportation Authority
OWP	Overall Work Program
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PPM	Planning, Programming and Monitoring Funds
PSR	Project Study Report
PTA	Public Transportation Account
PVEA	Petroleum Violation Escrow Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
ROD	Record of Decision
RTAC	Regional Transportation Agencies' Coalition
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SANBAG	San Bernardino Associated Governments
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SED	Socioeconomic Data
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
SRTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 st Century
TIA	Traffic Impact Analysis
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TOC	Traffic Operations Center
TOPRS	Transit Operator Performance Reporting System
TSM	Transportation Systems Management
USFWS	United States Fish and Wildlife Service
UZAs	Urbanized Areas
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

San Bernardino Associated Governments



MISSION STATEMENT

To enhance the quality of life for all residents, San Bernardino Associated Governments (SANBAG) will:

- Improve cooperative regional planning
- Develop an accessible, efficient, multi-modal transportation system
- Strengthen economic development efforts
- Exert leadership in creative problem solving

To successfully accomplish this mission, SANBAG will foster enhanced relationships among all of its stakeholders while adding to the value of local governments.

Approved June 2, 1993
Reaffirmed March 6, 1996